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# **CITY *of* CALABASAS**

## **G E N E R A L P L A N**



### **AGENDA FOR THE 21ST CENTURY**

Adopted By City Council September 6, 1995 Resolution No. 95-346



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# CITY of CALABASAS

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## GENERAL PLAN



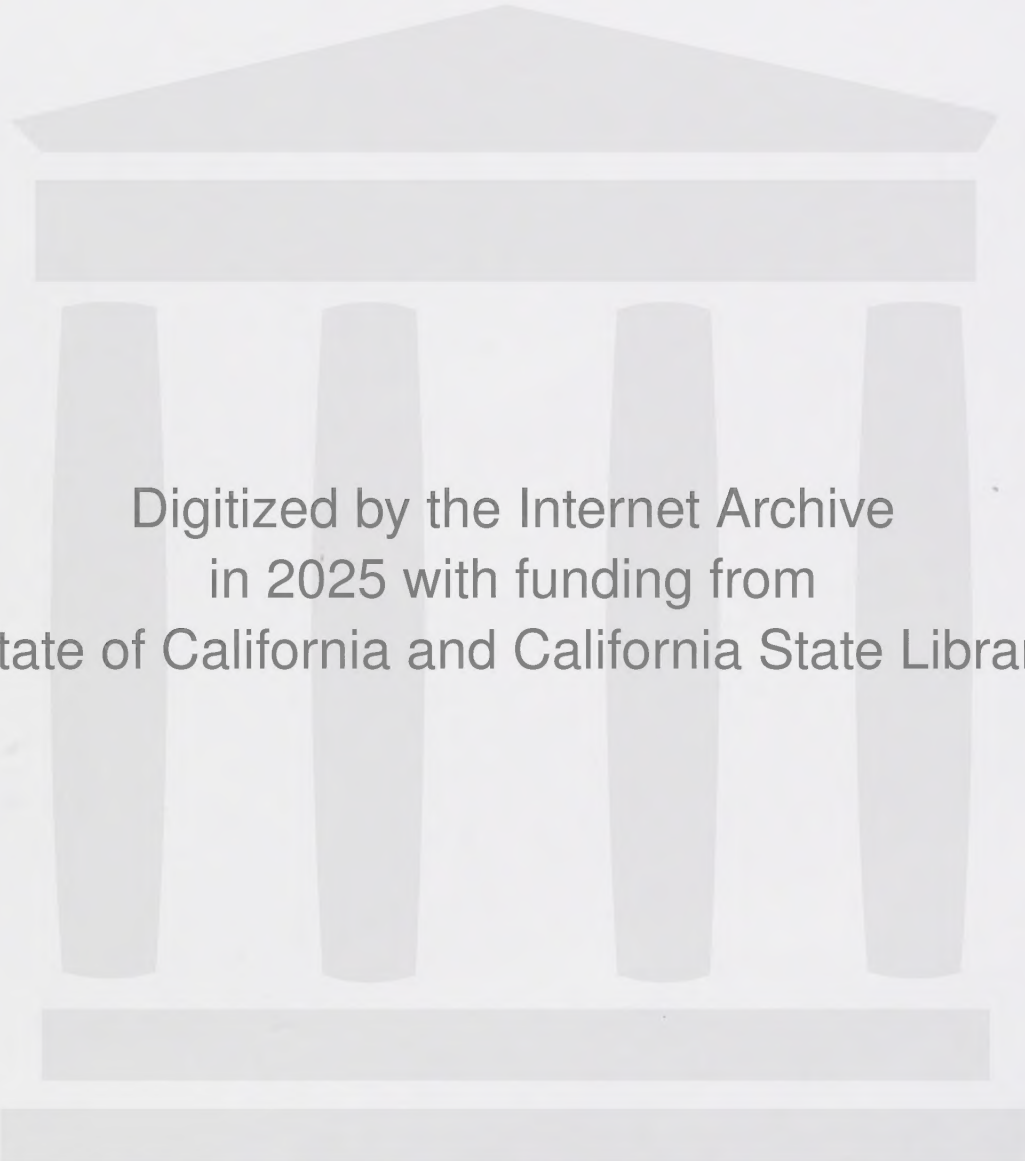
### AGENDA FOR THE 21ST CENTURY



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# **CITY OF CALABASAS**

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## **GENERAL PLAN**

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Adopted by City Council  
September 6, 1995  
Resolution No. 95-346

## **AGENDA FOR THE**

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### **21st CENTURY**







**AGENDA FOR THE 21ST CENTURY**

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# **I. INTRODUCTION**



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I. INTRODUCTION

Calabasas is a community preparing to meet the 21<sup>st</sup> Century. As the world changes economically and socially, and technological innovation changes the way we live, Calabasas is looking beyond conventional wisdom and beyond the way things have always been done, to define a vision of its future. The Calabasas General Plan represents the City's first comprehensive effort to define what makes Calabasas a special place, delineate a vision for its future, and to formulate action-oriented programs to achieve that future. In addition to functioning as the City's lead policy document as to how it will manage its future, the General Plan is the City's official policy statement identifying Calabasas' expectations regarding the activities of other agencies as they will affect the community in the future.

Calabasas was founded as a separate community, away from the urbanization and congestion of the Los Angeles metropolitan area. From its early days, Calabasas maintained a pioneer spirit as "The Last of the Old West." In looking to the future, Calabasas must identify the characteristics that distinguish it from other communities within the metropolitan area, and which cause people to find it to be a good place to live.

Calabasas also faces the challenge of preserving its unique character and environment. The primary issues which Calabasas will face in the future will focus on managing the area's existing natural and built environments, rather than on reviewing new development proposals. While exercising the local management responsibilities the City gained through incorporation, a greater emphasis will be placed on environmental protection, design compatibility, and transitions between urban and rural land uses than occurred in the past when, as a developing community, the primary emphasis was on development review.

Calabasas is located in western Los Angeles County along the heavily traveled Ventura Freeway, approximately 25 miles from downtown Los Angeles (see Figure I-1). Neighboring cities include Los Angeles, Agoura Hills, and Hidden Hills. In addition, a portion of the City's northern boundary borders the Ventura County line. As of 1993, the City of Calabasas' incorporated boundaries encompassed approximately 12.9 square miles, or 8,269 acres of land, and had an estimated population of 19,857. In addition, the General Plan addresses an unincorporated area that is home to approximately 1,900 residents, and occupies 19.0 square miles, or 12,186 acres. This unincorporated area is located primarily north and south of the City (see Figure I-2).



CITY of CALABASAS

## GENERAL PLAN

FIGURE I-1

## REGIONAL LOCATION MAP



LOS ANGELES COUNTY BOUNDARY

SOURCE: PLANNING NETWORK, 1993.





# CITY of CALABASAS GENERAL PLAN

FIGURE I-2

STUDY AREA

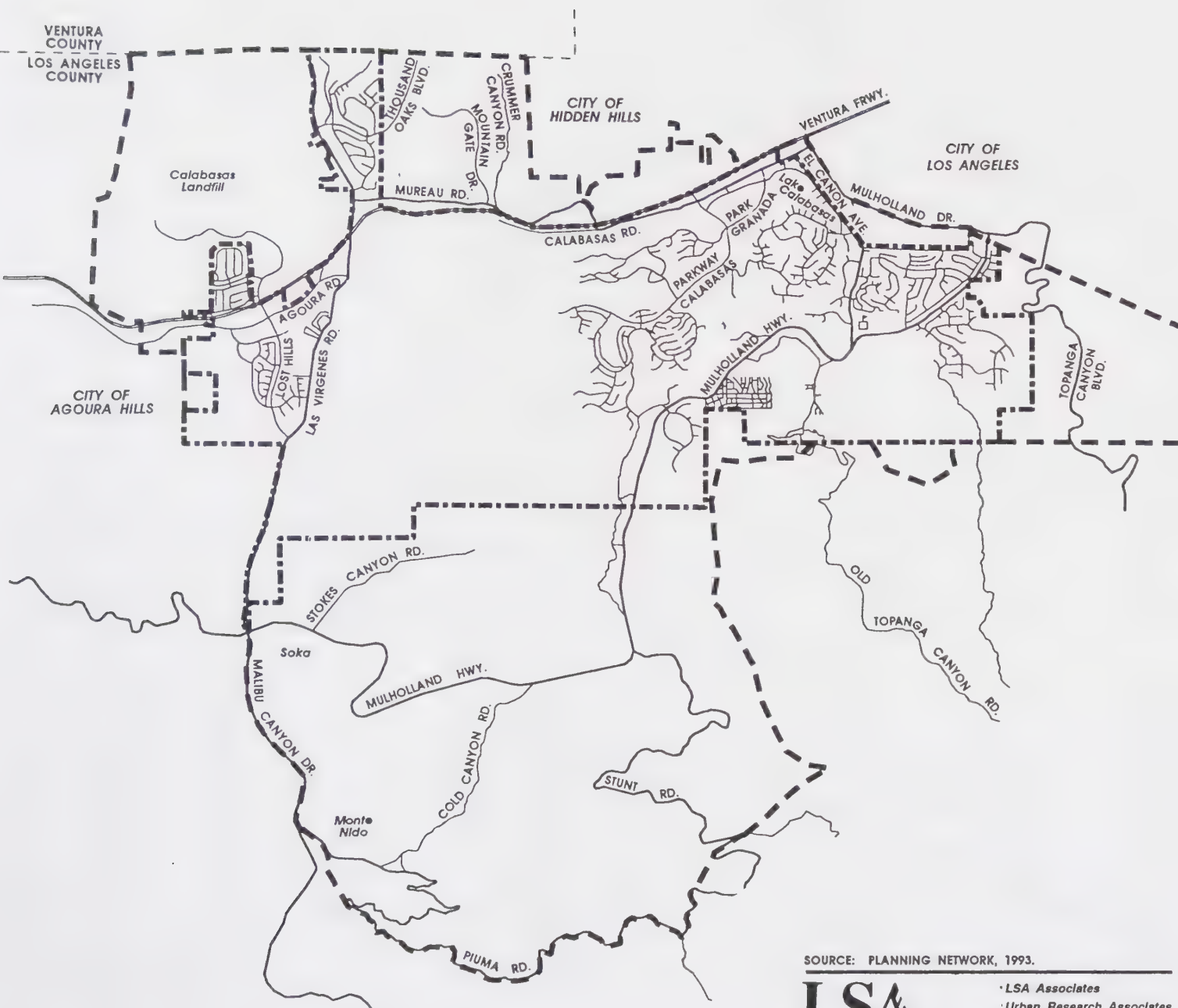
## LEGEND



CITY LIMITS



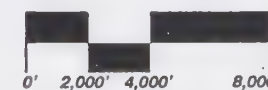
STUDY AREA BOUNDARY



SOURCE: PLANNING NETWORK, 1993.

**LSA**

LSA Associates  
Urban Research Associates  
Urban Design Studio



AGENDA FOR THE 21ST CENTURY

A. NATURE AND PURPOSE OF THE GENERAL PLAN

The Calabasas General Plan encompasses a comprehensive strategy for the management of the community's future. The Calabasas General Plan is a statement by local citizens of what is in the best interest of their community. The General Plan functions as a guide to the type of community they desire for their future, and provides the means by which that desired future can be obtained. The Calabasas General Plan expresses, in the form of text, maps, and illustrations, the organization of physical, environmental protection, economic, and social activities sought by the community in order to create and maintain a healthful, functional, and desirable place in which to live.

The Calabasas General Plan is intended to be a "constitution" for local decision-making. The General Plan addresses immediate, mid-, and long-term issues concerning environmental sensitivity and preservation needs, public services, the economic vitality of the community, and environmental constraints. Land use and policy determinations can thus be made within a comprehensive framework which incorporates public health, safety, and "quality of life" considerations in a manner that recognizes the resource limitations and the fragility of the community's natural environment.

THE ROLE OF THE GENERAL PLAN

According to State guidelines for the preparation of general plans, the role of the General Plan is to establish a document which will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private."

As further mandated by the State, the General Plan must serve to:

Mandated General Plan Elements

- ▶ *The LAND USE ELEMENT designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.*
- ▶ *The CIRCULATION ELEMENT is correlated with the land use element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.*
- ▶ *The HOUSING ELEMENT is a comprehensive assessment of current and projected housing needs for all economic segments of the community. It embodies policy for providing adequate housing and includes action programs.*
- ▶ *The CONSERVATION ELEMENT addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits.*
- ▶ *The OPEN-SPACE ELEMENT details programs for preserving open space for natural resource protection, the managed production of resources, outdoor recreation, and protection of public health and safety.*
- ▶ *The NOISE ELEMENT identifies and appraises noise problems within the community and forms the basis for land use distribution.*
- ▶ *The SAFETY ELEMENT establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards.*



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- identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- provide a framework within which the City's Planning Commission and City Council can make land use decisions;
- provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules which will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include seven mandatory elements, but allows flexibility in how each local jurisdiction structures these elements.

In addition, the Calabasas General Plan includes discussion and resolution of issues related to two issues beyond those required by State law. Even though these issues are not *mandated* by State law, related policies, once adopted, have the same force and effect as policies related to the General Plan elements required by the State. These include:

- ***Public Services and Facilities:*** Incorporated into the Calabasas General Plan are policies and programs which establish minimum level of service standards for circulation, drainage, water and sewer facilities, parks and recreation facilities, police and fire services and other services and facilities. The General Plan also identifies responsibilities to be placed on new development, and indicates what the consequences will be if such minimum standards are not achieved.
- ***Fiscal Management:*** The General Plan serves to provide goals and strategies devoted to the promotion of a healthy economic base within the City of Calabasas and surrounding area.

THE COMPREHENSIVE NATURE OF THE GENERAL PLAN

To be effective as a decision-making tool, the Calabasas General Plan integrates the following comprehensive view of the community's future physical, social, and economic concerns, and balances them with the need to protect the area's natural environment.

***Identification of Issues:*** The General Plan not only addresses issues that the State mandates, but also responds to the current and future community issues which were identified during the General Plan preparation process. This process of identifying and resolving the myriad of issues facing the City of Calabasas was a central focus of the update program. Key community issues that the General Plan addresses include:

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- achieving and maintaining an environmentally sensitive, residential community;
- preserving the character and integrity of the Calabasas community;
- establishing hillside grading and development guidelines that will preserve the natural character of hillsides and protect the City's visual resources;
- ensuring the protection of environmentally sensitive areas, including wildlife corridors, streams, oak woodlands, ridgelines, and other natural resources;
- defining the suitability of lands for development in light of unstable geologic conditions, and protecting existing and future residents;
- identifying and implementing strategies for retaining open space lands and providing parks and recreation programs for city residents;
- establishing clear performance objectives for area infrastructure and services, and ensuring that the provision of public services and facilities supports and follows, rather than leads the community's determination of desirable land uses, intensity, and character;
- identifying and implementing strategies to ensure that the City of Calabasas has sufficient municipal income to provide the range and quality of services desired by its residents without sacrificing the community's quality of life; and
- providing a forum for Calabasas residents to have a meaningful voice in the management of their community's future.

***Establishing a Planning Area Boundary:*** In order to address issues which may affect or be affected by areas outside of Calabasas' existing city limits, a comprehensive general plan study area has been established (See Figure I-2). This planning area, which is the result of significant deliberation on the part of the City's Sphere of Influence Committee, encompasses areas outside the current city limits and recognizes the interrelationships between land use and other issues affecting the City of Calabasas and surrounding lands.

For example, environmental habitats do not begin and end at the City's boundaries; and traffic within the City of Calabasas is not totally generated by Calabasas residents and businesses, but is partly generated by development outside of the city limits. In order to ensure proper environmental management and functioning of the city roadway system, it is therefore critical for the City to understand and plan for development occurring in the surrounding area.

***Maintaining a Regional Context:*** It is important that the General Plan establish local policy while keeping in mind that the City of Calabasas is part of a larger region. Certain issues addressed in the General Plan, such as air quality and hazardous materials, have a local component, but are more readily addressed on a regional or countywide basis. In such cases, the task of the General Plan is to integrate the interests, values, and concerns of the



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people of Calabasas with regional and countywide policies. In addition, it is the purpose of the General Plan to provide a forum for addressing issues that cannot be solved by the City alone, but that require cooperative actions by a number of jurisdictions.

Finally, the General Plan recognizes that actions taken by the City of Calabasas pursuant to this document may have far-reaching effects on lands outside of the City, while actions taken by other agencies may have serious implications for the City. Thus, the Plan provides for ongoing communications between the City of Calabasas and other agencies whose actions can affect and be affected by actions taken by the City.

**B. INTERNAL CONSISTENCY OF THE GENERAL PLAN;  
COMPETING OBJECTIVES**

In addition to providing a comprehensive view of the community's future physical, social, and economic environments, General Plans must be *internally consistent*. In order to function as a useful statement of local policy, the various components of the General Plan need to "comprise an integrated, internally consistent and compatible statement of policies..."<sup>1</sup> The need for internal consistency revolves around the following issues:

**EQUAL STATUS AMONG GENERAL PLAN ELEMENTS**

All elements of the General Plan have equal legal status. Because no element is legally subordinate to another, the General Plan must resolve potential conflicts between or among the elements through clear language and policy consistency.

**CONSISTENCY BETWEEN ELEMENTS AND WITHIN INDIVIDUAL ELEMENTS**

All General Plan elements must be consistent with each other. Any individual provision of the General Plan should not require the City to take an action prohibited by another General Plan provision. In addition, the assumptions and vision used to create individual portions of the General Plan need to be uniform and consistent.

**GENERAL PLAN TEXT AND DIAGRAM CONSISTENCY**

Because General Plan text and diagrams are both integral parts of the General Plan they must be consistent with one another. Thus, the diagrams of the General Plan are intended to be a graphic reflection of the General Plan text.

Without this consistency, the City will face conflicting directives, citizens and landowners will be confused, and all parties will be unable to rely on the stated priorities and policies of the General Plan in their own individual decision making.

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<sup>1</sup> California Government Code Section 65300.5

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It is also important for the General Plan and all parties to its implementation to recognize that many community objectives compete for limited resources. In addition, blind pursuit of one objective may, in some cases, inhibit the achievement of other community objectives. For example, the Calabasas General Plan recognizes the need to reduce water consumption in light of limited water resources. However, to eliminate watering of sites being graded for permitted development would result in significant dust impacts and inhibit achievement of air quality objectives. Thus, the General Plan strikes a balance between competing objectives, and provides statements of community priorities.

## C. THE CALABASAS GENERAL PLAN PROGRAM

### FOUNDATION PLAN

In November 1991, the City of Calabasas "Foundation Plan" was completed with the assistance of the School of Urban and Regional Planning at Cal Poly Pomona. The Foundation Plan was used as an interim tool to guide development activities prior to preparation and adoption of the Calabasas General Plan. The Cal Poly Foundation Plan was also used as the "jumping off point" for the General Plan program. The objectives and policies contained in the Foundation Plan were reviewed, and incorporated, as appropriate, into the General Plan. The Foundation Plan was also used to assist in identifying the key issues to be addressed in the General Plan.

### COMMUNITY ISSUES REPORT

The *Calabasas General Plan: Community Issues* report defines significant issues and identifies community needs and desires. It served as the groundwork for the City's General Plan program, clarifying the issues that are addressed in the General Plan, and identifying alternative policy choices. The Community Issues Report was the product of a series of in-depth interviews with local officials, a Visioning Charette, a citywide workshop, a community attitude survey, and the aspirations and concerns voiced by the City's General Plan Advisory Committee. The Community Issues Report summarizes community characteristics, and documents the City's General Plan community participation program.

### COMMUNITY PROFILE

The *Calabasas General Plan: Community Profile* presents the research material and factual background necessary to understand the physical, natural, and economic environments of the City of Calabasas. This document is intended to meet the data and analysis requirements outlined in the State General Plan Guidelines. The Community Profile provides a more in-depth understanding of the issues identified in the Community Issues Report, and served as the factual basis for General Plan preparation.



AGENDA FOR THE 21ST CENTURY

CALABASAS GENERAL PLAN

The ***Calabasas General Plan: Agenda for the 21st Century*** defines the vision which Calabasas has for its future and the strategies it intends to follow in pursuit of that vision. The General Plan document contains all of the elements required by State law (Land Use, Circulation, Housing, Open Space, Conservation, Safety, Noise), as well as several additional issues (Growth Management, Fiscal Management, Educational Facilities, Municipal Services and Facilities, Responsible Regionalism). It is a comprehensive policy document, identifying general issues and providing clear policy guidance. The document also presents specific actions designed to implement the City's vision. The agency responsible for implementing each of these actions is identified, as is the funding source, and the timing. The policies and programs will function as the mitigation measures for the EIR on the Calabasas General Plan. The actions outlined in Chapter VIII of the ***Calabasas General Plan: Agenda for the 21st Century*** meet the implementation requirements of State General Plan Guidelines, and serve as the basis for the mitigation monitoring program for the General Plan EIR.

ENVIRONMENTAL IMPACT REPORT

The ***Calabasas General Plan: Environmental Impact Report*** examines the implications of future growth and change in the City and its general plan study area. The EIR describes existing conditions, and functions as a program environmental impact report for the General Plan. The EIR evaluates the impacts that can be expected to result from development consistent with the General Plan, and outlines mitigation measures to reduce or eliminate those impacts.

FORMAT OF CALABASAS GENERAL PLAN: AGENDA FOR THE 21ST CENTURY

Organization of This Document

***Chapter I, Introduction***, provides an introduction to the community of Calabasas, its General Plan programs, and the overall General Plan document, and provides an overview of Calabasas' vision for its future.

***Chapter II, Conservation, Environmental Design, Open Space***, details Calabasas' program to manage its natural environment. The primary objective of this Chapter is to define the significance of environmental features within the General Plan study area, and to provide each feature with an appropriate level of protection. This Chapter meets State requirements for Open Space and Conservation elements, and consists of the following sections:

- Open Space;
- Hillside Management;
- Biotic Resources;

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- Air Quality;
- Water Resources;
- Historical, Cultural, and Paleontological Resources;
- Soil Conservation and Preservation;
- Energy Resources;
- Solid Waste Management; and
- Mineral Resources.

**Chapter III, Land Use**, details Calabasas' program to manage its physical environment, and meets State requirements for the Land Use Element. Land use objectives, general plan approaches, and policies are presented. In addition, Chapter III delineates the land use districts which are presented on the General Plan Land Use Map. The land use districts define acceptable land uses throughout the General Plan study area, basic development intensities, and the maximum development intensity for each land use type which may be allowed if a proposed development project meets the performance standards outlined in the Development Review Program.

**Chapter IV, Housing**, presents Calabasas' commitment to provide housing opportunities to meet the needs of all economic segments of the community, and to ensure the continued high quality of the City's housing stock. This Chapter contains the following components.

- **Housing Needs** summarizes existing and projected needs for housing for all economic segments of the community, including new construction needs and particularly the needs of such groups as the handicapped, the elderly, large families, female-headed households, and the homeless.
- **Opportunities for the Creation of New Housing** examines the inventory of land that is available to meet identified needs for new housing construction.
- **Constraints on the Production of Housing** explores governmental and non-governmental obstacles that need to be overcome if the City of Calabasas is to meet its housing needs.
- **Progress Report** specifies that, as a newly incorporated City, Calabasas has not yet established housing programs.
- **Housing Goals, Quantified Objectives, Programs, and Specific Actions** outlines the specifics of Calabasas' housing improvement program for the years 1994 to 1999. This section defines the City's housing goals, and provides specific, quantified objectives for new housing production, improvements and maintenance of existing



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housing, and for programs designed to aid special needs groups. This section also describes the programs and specific actions that the City of Calabasas is committed to undertake over the next five years.

**Chapter V, Transportation**, outlines the City's program to enhance mobility within the General Plan study area. This Chapter addresses motor vehicle, bicycle, and pedestrian circulation, as well as parking issues. A major thrust of this Chapter is to ensure that roadways and transportation facilities *support*, rather than lead, the type of community which Calabasas wishes to maintain. Thus, environmental considerations have been incorporated into the Transportation Chapter; recommendations to increase the traffic carrying capacity of the area's roadway system were designed to recognize and protect significant environmental features.

**Chapter VI, Environmental Hazards**, addresses the relationship between (1) natural and manmade hazards and (2) existing and future development. A key feature of this Chapter is to define "acceptable risk," and to identify the extent to which natural and manmade hazards will be managed in order to protect public health and safety. Chapter VI meets State requirements for the Safety and Noise elements, and includes the following sections:

- Geology and Seismicity;
- Stormwater Management and Flooding;
- Fire Hazards;
- Noise;
- Hazardous Materials; and
- Disaster Response.

**Chapter VII, Community Development**, addresses the features which support the built environment, or which need to be preserved in order to enhance the area's quality of life. This Chapter is aimed at ensuring that services and facilities, as well as fiscal concerns *support*, rather than lead, the type of community Calabasas wishes to achieve and maintain. The Calabasas General Plan addresses the following Community Development issues:

- Fiscal Management;
- Educational Facilities;
- Parks, Recreation, and Trails;
- Municipal Services and Facilities;
- Intergovernmental Relations;

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- Municipal Boundaries; and
- Quality of Life.

**Chapter VIII, General Plan Implementation Programs**, defines the specific programs and actions that the City will undertake to ensure implementation of its General Plan goals, objectives, approach, and policies. General Plan Implementation programs includes the following sections:

- **General Plan Consistency Review Program**, published under separate cover, outlines the development and environmental review processes that the City of Calabasas will undertake to implement the General Plan. This section outlines the manner in which General Plan implementation will be integrated with implementation of the City's CEQA guidelines, and presents a comprehensive definition of performance standards for new development within Calabasas. These performance standards will be used to determine the consistency of proposed new developments with the Calabasas General Plan. The application of these performance objectives to proposed developments will set the specific development intensity of the project.
- **Follow-up Studies and Actions** identifies studies, ordinances, and other activities that need to be undertaken to implement the Calabasas General Plan.
- **Intergovernmental Coordination and Community Involvement Program** contains a program for working with Los Angeles County and residents within the unincorporated portion of the General Plan study area toward coordinating land use review, creating a formal sphere of influence, and pursuing annexation of these areas. This Chapter also outlines programs to maintain open lines of communication with outside agencies whose activities affect, and are affected by, the City of Calabasas. Finally, this section deals with programs designed to maintain open communications between city government and Calabasas residents, and to ensure that City Hall remains responsive to the community's needs.
- **Strategic Planning Program** integrates the General Plan with the ongoing operations of the City of Calabasas and with the City's budget and capital improvements programs. The Strategic Planning Program also includes provisions to ensure a regular review of the General Plan and implementation efforts, integrating State requirements for mitigation monitoring under the California Environmental Quality Act.
- **Appendix A, Level of Policy Commitment** contains a glossary of terms used in the General Plan to define the level of Calabasas' commitment to undertake certain actions and implement the various provisions of the General Plan.



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General Plan Goals, Objectives, Approach, Policies, and Implementation

Calabasas' vision of its future is presented at the conclusion of this Chapter. As part of this vision, general plan goals are presented. To assist the reader in understanding and using the General Plan, Chapters II through VII, which provide the General Plan policy direction, are structured in the following manner:

- **Introduction:** A overview of the purpose and contents of the chapter is provided.

- **General Plan Objectives, Approach and Policies:** Along with goals, general plan objectives, approach, and policies comprise the heart of the General Plan. These directives will guide Calabasas' management of its environment and define the community's future. General plan goals, objectives, approach and policies form the basis for the implementation programs and actions that are set forth in Chapter VIII of this document.

*Policy Directives*

**Goal:** *An overall and ultimate purpose; a general expression of community values, describing an ideal future toward which the General Plan is aimed.*

**Objective:** *A measurable condition or end that defines goal achievement. An objective is a target toward which good faith effort will be placed, and may pertain to an entire goal, a particular aspect of a goal, or one of several steps toward goal achievement.*

**Approach:** *A fundamental rule or doctrine based on community values that guides General Plan policies and implementation.*

**Policy:** *A specific statement that guides decision making and indicates Calabasas' commitment.*

The policy direction identified in Chapters II through VII will be effectuated through the General Plan's implementation programs, which are presented in Chapter VIII, and the General Plan Consistency Review Program, which is published under separate cover. Two types of implementation measures are provided. The first type of implementation is *performance standards*. These represent the rules or measures that will be applied to development proposals as part of the development/environmental review process, and which the proposal needs to meet in order to be considered "consistent" with the General Plan. The second type of implementation is *specific actions*. These represent activities which the City of Calabasas is committed to undertake to achieve its vision of its future.

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D. COMMUNITY VISION

The Calabasas General Plan is intended to be a vehicle for change. Simply stated, Calabasas' vision is that the future need not repeat the mistakes of the past. Through innovative approaches and not accepting the way things are just because they have always been that way, Calabasas will achieve excellence -- in protecting the natural environment that attracted so many of its residents to the area, in managing its affairs in a manner that is consistent with local social values, in enhancing the physical appearance of the area's built environment, and in ensuring its residents a high quality of life.

*"...plan in full awareness of nature's forces, forms, and features, the sweep of the sun, the air currents, the peaks and hollows of the earth, rock and soil strata, vegetation, lakes and streams, watersheds and natural drainage ways, and this awareness should obviously entail planning in harmony with the elements of nature. If we disregard them, we will engender countless unnecessary frictions and preclude those experiences of fitness and compatibility that can bring so much pleasure and satisfaction to our lives."*

Long before the actual incorporation of the City of Calabasas, new development began to encroach into the community's rugged hillside areas and to threaten sensitive environmental areas. Residents recognized that only through local control and direct management of development review could community objectives be achieved and could local social values be translated into physical forms. The results of growth in the years preceding incorporation are, in many ways, inconsistent with local values; environmental destruction, traffic congestion, overly intense development, visual clutter, and a lack of community gathering places were cited by residents as being the primary community image problems that must be addressed by the General Plan.

Calabasas still possesses a beautiful natural setting which will be protected for the enjoyment of future generations. The current density of population within the community is low to moderate; continuation of this characteristic is a key part of Calabasas' vision. Thus, emphasis must be placed on the ways in which Calabasas residents can apply the local management control that was gained through incorporation to advance community values and translate them into physical forms. In recognition of the importance of retaining the characteristics that make Calabasas a special place, the City's General Plan and its conduct of community affairs must be strongly oriented toward protecting the natural environment, and managing the man-made environment, thereby ensuring that future growth occurs only in a manner that is consistent with local community values.

Calabasas is blessed with a citizenry that not only values a high quality of life and recognizes its responsibility to protect the area's natural environment, but is also willing to devote its energy to achieving those objectives. The General Plan is more than an expression of long-term philosophy, and presents much beyond a plan for land use and a growth management program. The General Plan presents a management program for the community's future which has resulted from a comprehensive community involvement program. This community involvement program integrated the efforts of numerous citizen committees that have provided valuable input since the City's incorporation. The General Plan also represents a multi-agency approach which recognizes the interrelationships between vital services and land use and environmental management decisions. It provides



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concrete programs and an action agenda for Calabasas to follow in achieving its vision, which is expressed in three dominant themes:

- ***Environmental Responsibility*** -- preserving the area's remaining natural environment and living within the limits imposed by available resources;
- ***Local Management and Control*** -- accepting responsibility for managing Calabasas' affairs and its future in accordance with local values; and
- ***Community Image*** -- protecting Calabasas' special character.

ENVIRONMENTAL RESPONSIBILITY

Maintenance of a high quality of life is dependent upon a high quality environment. Thus, the area's natural environment is invariably cited as the key to Calabasas' desirability, and preservation of open space is generally cited as the community's number one priority.

As part of a large metropolitan region, Calabasas will continue to develop; however, this does not mean that degradation of environmental quality and loss of resources must be endured. Calabasas' position within the region creates tremendous development pressures. Protecting the area's remaining natural hillsides, ridgelines, and significant habitat areas, as well as preserving remaining open lands in their natural state, are important concerns of area residents. Calabasas' view of environmental issues is a broad one, extending beyond the City's immediate physical environment to such issues as water resource conservation, solid waste management, night sky and glare considerations, air quality, and energy conservation. This broad view of the environment also extends geographically, and is reflected in the community's participation in regional planning and visioning programs, including programs that only indirectly affect the City of Calabasas.

Environmental Responsibility Goals

*To secure better management and protection of environmental resources, the City of Calabasas is committed to:*

- *broadening the application of environmentally conscious planning and design, establishing Calabasas as a community which acknowledges limits on natural resources, and lives within those limits;*
- *recognizing the area's natural environment as a critical community asset and a key component of Calabasas' quality of life and establishing a system of environmental management wherein the natural environment will be protected out of a sense of responsibility and commitment to environmental quality, placing a higher priority*

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*on environmental protection and open space preservation than on expansion of urban or rural development;*

- *defining the area's environmental carrying capacity, and limiting the level, rate, and distribution of population and economic growth to that which is consistent with improved environmental quality and the availability of natural resources; and*
- *minimizing the environmental impacts of its own activities by making environmental sensitivity a key concern in the provision of municipal services and facilities, and incorporating environmentally conscious construction and management practices in the development and maintenance of municipal facilities.*

**LOCAL MANAGEMENT AND CONTROL OF  
CALABASAS' FUTURE**

The General Plan represents Calabasas' commitment to take responsibility for managing its own future, and to guide the type, amount, and location of development in a manner consistent with local social values -- to preserve the beauty and natural environment of the area, to ensure the adequacy and integrity of services and facilities, and to protect and enhance the quality of life of its citizens.

Without the local control and ability to manage daily community affairs that are afforded to cities, there is little assurance that development decisions will reflect local social values or the long-term commitment needed to adequately protect the area's environment. Thus, area residents, individual homeowners' associations, and the Federation of Las Virgenes Homeowners' Associations became and continue to be actively involved in civic affairs and the County's development review and planning processes. In discussing the lessons that were learned from the events of the past, Calabasas citizens often express the message that only through concerted, joint action could local residents be effective in inserting community values into the review of development.

**Local Management and Control Goals**

*To take responsibility for managing its future and guiding the type, intensity, and location of development in a manner consistent with local social values to preserve the area's beauty and natural environment to ensure the adequacy and integrity of services and facilities, and to protect and enhance the quality of life of its citizens, the City of Calabasas will:*

- *formulate a development review program to implement General Plan policies that provides a clear set of rules by which development proposals will be reviewed, including specific performance standards which describe the City's expectations of the quality and responsibilities of new development;*



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- *tie the rate, location, and timing of new development to the availability of adequate services and facilities, and ensure that new development provides the on- and off-site facilities needed to maintain public services and facilities performance standards in a manner that avoids increased costs for and reductions in the level of public services provided to existing residents and businesses;*
- *develop a program for working with residents of the City's General Plan study area toward mutually acceptable land use plans and regulations as a means of protecting existing rural lifestyles and providing needed environmental protection and open space preservation;*
- *promote an equitable distribution of the costs and benefits of city actions within Calabasas, and establish a basis for the City to cooperate with surrounding jurisdictions toward establishment of development review systems that equitably distribute both the benefits and impacts of new development;*
- *frame a system by which, as Calabasas matures as a city, the voice of its citizens in intergovernmental matters becomes stronger, and which establishes the City as a leader in exploring new mutually beneficial cooperative ventures with neighboring communities; and*
- *maintain a high level of communication between government and citizens by actively soliciting citizen involvement in public affairs, and by emphasizing sensitivity and responsiveness of government to citizen needs.*

COMMUNITY IMAGE

Because no two sites are ever exactly alike, working with nature does more than protect the inherent environmental or visual value of natural resources. It can also give developers and site planners greater opportunities to create built environments of a higher quality, with a more distinctive local identity, and with reduced impacts on the region as a whole. As such, working with nature is an important complement to another priority -- ensuring that the built environments themselves are of the highest possible quality. This is the focus of the community image theme.

Community image enhancement includes all efforts to improve the quality of life beyond the provision of environmental protection, quality housing, and provision of high levels of municipal services and facilities. Generally, community image enhancement focuses on translating the goal of a high quality of life into the quality of the built environment, and upon expanding and sustaining the variety of cultural activities and entertainment available to residents. Most often, community image enhancement centers on creating more visual and social amenities within specific local areas, and helping to give each neighborhood a strong identity and a unique personality.

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Communities are social entities. Their vitality and their cohesion stem primarily from the ways in which neighbors join together to promote their common interests and share in the effort to sustain a healthy social and physical environment. The physical environment alone cannot create such relationships; however, a poor physical setting can diminish opportunities for social contacts and fail to create a strong sense of belonging to a specific place. Enhancing the quality of new and existing developments and community settings requires planning policies that reflect more than the analysis of statistical trends and predictions. Providing solutions to these problems relies on critical observation and an evaluation of how well various models of community design for suburban areas have worked as total environments.

The community image theme in Calabasas has many components, including the community's identification with the area's natural environment and remaining open lands, which was discussed as part of the environmental responsibility theme. Other components include community fragmentation and "sense of community," design features, traffic, and municipal services.

**Community Image Goals**

*To recognize that community satisfaction and the vitality and cohesion of Calabasas as a social entity primarily stem from the ways in which neighbors join together to promote their common interests, the City of Calabasas will:*

- *define Calabasas' desired community character, and translate that character into clear guidelines and performance standards for the physical form of the built environment;*
- *view new development not as free-standing features, but as potential additions to an integrated community which must conform to community values and make a positive contribution to the community's quality of life;*
- *define and maintain a balanced transportation system that places a greater emphasis on environmental concerns and the quality of life of Calabasas residents than on accommodating increasing numbers of automobiles on the area's road system;*
- *recognize the physical differences in various portions of the community and allow for variations in housing and land use character between these areas, while formulating and undertaking programs to enhance a unified identity as the City of Calabasas;*
- *recognize the scenic beauty afforded by Calabasas' natural environment and formulate clear guidelines and performance standards to preserve that beauty;*

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- *promote the preservation and enhancement of landmarks, sites, and areas of historical, cultural, and urban design significance; and*
- *establish community meeting places and provide varied opportunities for community interaction and citizen input to city government.*

**E. COMPARISON OF CALIFORNIA GENERAL PLAN REQUIREMENTS  
TO THE ORGANIZATION OF THE CALABASAS GENERAL PLAN**

Table I-1 lists the various issues contained in the Calabasas General Plan in the left hand column, and identifies the element(s) under which State law requires they be discussed. As is obvious, a literal interpretation of State General Plan law would lead to significant repetition. Thus, as previously discussed, local agencies are granted wide discretion in organizing General Plan documents.

Table I-2 lists the various issues defined by California General Plan Guidelines, and identifies where in the Calabasas General Plan they are addressed.



# CITY OF CALABASAS GENERAL PLAN:

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Table I-1  
Comparison of the Calabasas General Plan Issues to  
Required General Plan Elements

CALABASAS GENERAL PLAN DOCUMENT	MANDATED GENERAL PLAN ELEMENTS						
PLANNING ISSUES	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Conservation, Environmental Design, Open Space							
Open Space					•		
Hillside Management	•				•		•
Biotic Resources				•	•		
Air Quality	•	•		•			
Water Resources				•			
Historical, Cultural, and Paleontological Resources				•			
Soil Conservation and Preservation				•			•
Energy Resources				•			
Solid Waste Management	•			•			
Mineral Resources	•			•	•		
Land Use							
Community Structure	•						
Land Use Districts	•				•		
Community Character <sup>1</sup>							

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# CITY OF CALABASAS GENERAL PLAN:

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Table I-1  
Comparison of the Calabasas General Plan Issues to  
Required General Plan Elements

CALABASAS GENERAL PLAN DOCUMENT	MANDATED GENERAL PLAN ELEMENTS						
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
<b>PLANNING ISSUES</b>							
<b>Housing</b>							
Adequate Sites for Housing	•		•				
Subsidized Housing			•				
Housing Rehabilitation			•				
Housing Maintenance			•				
Special Needs Groups			•				
Prevention of Housing Discrimination			•				
<b>Transportation</b>							
Roadways		•					
Bikeway System		•					
<b>Environmental Hazards</b>							
Geology and Seismicity							•
Stormwater Management and Flooding	•						•
Fire Hazards							•
Noise						•	

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Table I-1  
Comparison of the Calabasas General Plan Issues to  
Required General Plan Elements

CALABASAS GENERAL PLAN DOCUMENT	MANDATED GENERAL PLAN ELEMENTS						
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
<b>PLANNING ISSUES</b>							
<b>Environmental Hazards (Cont'd)</b>							
Hazardous Materials							•
Disaster Response							•
<b>Community Development</b>							
Fiscal Management <sup>1</sup>							
Educational Facilities	•						
Parks, Recreation & Trails	•	•			•		
Municipal Services & Facilities	•	•					
Intergovernmental Relations <sup>1</sup>							
Municipal Boundaries <sup>1</sup>							
Quality of Life <sup>1</sup>							

Source: Planning Network, 1993.

<sup>1</sup> Not a required issue under State law.



# CITY OF CALABASAS GENERAL PLAN:

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Table I-2  
Index to Location of State Mandated General Plan Issues  
Within the Calabasas General Plan

MANDATED GENERAL PLAN ISSUES	CALABASAS GENERAL PLAN DOCUMENT					
	Conservation, Environmental Design, Open Space	Land Use	Housing	Transportation	Environmental Hazards	Community Development
<b>Land Use</b>						
Distribution of Housing, Business, Industry		•	•			
Distribution of Open Space	•	•				
Distribution of Mineral Resources	•	•				
Distribution of Recreation Facilities	•	•				
Location of Educational Facilities		•				•
Location of Public Buildings		•				•
Location of Future Solid and Liquid Waste Facilities		•				•
Identification of Areas Subject to Flooding	•		•		•	
<b>Circulation</b>						
Major Thoroughfares				•		
Transportation Routes				•		

# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table I-2  
Index to Location of State Mandated General Plan Issues  
Within the Calabasas General Plan

MANDATED GENERAL PLAN ISSUES	CALABASAS GENERAL PLAN DOCUMENT					
PLANNING ISSUES	Conservation, Environmental Design, Open Space	Land Use	Housing	Transportation	Environmental Hazards	Community Development
Circulation (Cont'd)						
Terminals				•		
Other Local Public Utilities and Facilities		•		•		•
Housing						
Preservation of Housing			•			
Maintenance of Housing			•			
Improvement and Conservation of Housing			•			
Development of Housing		•	•			
Adequate Sites for Housing		•	•			
Adequate Provision for Housing for Projected Needs			•			
Promotion of Equal Housing Opportunities			•			
Conservation						
Water	•					
Soils	•					

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# CITY OF CALABASAS GENERAL PLAN:

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Table I-2  
Index to Location of State Mandated General Plan Issues  
Within the Calabasas General Plan

MANDATED GENERAL PLAN ISSUES	CALABASAS GENERAL PLAN DOCUMENT					
	Conservation, Environmental Design, Open Space	Land Use	Housing	Transportation	Environmental Hazards	Community Development
<b>PLANNING ISSUES</b>						
Conservation (Cont'd)						
Rivers and Other Waters	•					
Wildlife	•					
Minerals	•	•				
Other Natural Resources	•					
Water Program	•					
Reclamation of Land and Waters	•					
Prevention of Pollution of Streams and Other Waters	•				•	
Regulation of Land in Stream Channels	•	•			•	
Protection of Watersheds	•	•				
Flood Control	•	•			•	



# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table I-2  
Index to Location of State Mandated General Plan Issues  
Within the Calabasas General Plan

MANDATED GENERAL PLAN ISSUES	CALABASAS GENERAL PLAN DOCUMENT				
	Conservation, Environmental Design, Open Space	Land Use	Housing	Transportation	Environmental Hazards
<b>PLANNING ISSUES</b>					Community Development
<b>Open Space</b>					
Open Space for Preservation of Natural Resources	•	•			
Open Space for Managed Production of Resources	•				
Open Space for Outdoor Recreation	•	•			
Open Space for Public Health and Safety	•	•			•
Trail-Oriented Recreational Uses	•		•		
<b>Noise</b>					
Major Noise Sources					•
Existing and Projected Noise Contours					•
Determination of Noise Problems					•
Noise Attenuation					•

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# CITY OF CALABASAS GENERAL PLAN:

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Table I-2  
Index to Location of State Mandated General Plan Issues  
Within the Calabasas General Plan

MANDATED GENERAL PLAN ISSUES	CALABASAS GENERAL PLAN DOCUMENT				
	Conservation, Environmental Design, Open Space	Land Use	Housing	Transportation	Environmental Hazards
<b>PLANNING ISSUES</b>					Community Development
<b>Safety</b>					
Seismic Hazards					•
Slope Instability and Mudslides	•				•
Subsidence and Geologic Hazards					•
Flooding					•
Wildland and Urban Fires	•				•
Evacuation Routes				•	•
Water Supply Requirements					
Emergency Road Widths				•	•
Clearance Around Structures					•

Source: Planning Network, 1993.

## **II. CONSERVATION, ENVIRONMENTAL DESIGN, AND OPEN SPACE**





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## II. CONSERVATION, ENVIRONMENTAL DESIGN, AND OPEN SPACE

Calabasas recognizes its role as steward of all lands within its jurisdiction, as well as a responsibility to promote and participate solutions to the larger environmental concerns facing Southern California. As a consequence, the City intends to take an active role in the management of its natural and open space resources, not only for the benefit of present and future residents, but also for the intrinsic value of those resources.

Conservation, Environmental Design, and Open Space issues encompass the management of the area's natural environment, and include:

- |  |                                       |
|--|---------------------------------------|
| ■ Open Space;                                      | ■ Soil Conservation and Preservation; |
| ■ Hillside Management;                             | ■ Energy Resources;                   |
| ■ Biotic Resources;                                | ■ Solid Waste Management; and         |
| ■ Air Quality;                                     | ■ Mineral Resources.                  |
| ■ Water Resources;                                 |                                       |
| ■ Historical, Cultural, Paleontological Resources; |                                       |

The desire of Calabasas residents for a high quality of life is dependent upon a high quality natural environment and protection of the area's beauty. The preferred method of managing remaining open space is to set such lands aside in large natural parks or conservation areas. However, protecting such resources requires more vigorous action than simply setting them aside. Because the City's fiscal resources are not sufficient to purchase these remaining open lands, the crucial problem is how to protect environmental resources while recognizing the property rights of private landowners. Because basic property rights must be recognized, practically and fiscally, purchase can only be accomplished for the most valuable or sensitive environments or landscapes. Thus, the Calabasas General Plan recognizes basic property rights, and limits the intensity of area development to that which is consistent with environmental values and the carrying capacity of the land.

The Calabasas General Plan encompasses an area whose population may reach a peak of up to about 32,438 residents and 561 acres of commercial and business park uses (26,860 population and 387 acres of commercial and business park uses within the present city limits) in an area that will not be as intensively urbanized as adjacent communities. A key underlying assumption of the General Plan is that "development" does not, in and of itself, mean the irretrievable loss of environmental quality and natural resources. The key to maintaining the overall environmental health of the Calabasas area is to combine open space preservation with environmental design and site planning that works with nature to minimize the loss of such resources, to reduce the off-site impacts of development, and to restore, where possible, the environmental and landscape quality that may have been destroyed by past actions.

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Much of the environmental loss associated with development stems from two primary causes: removal of existing vegetation and changes in existing topography. The disturbances associated with clearing and grading lead to the most common environmental problems associated with development -- increased runoff, accelerated erosion, transportation of sediments and nutrients into streams and rivers, and loss of wildlife habitats. Minimizing the need to clear and grade is, therefore, one of the keys to maintaining the environmental quality of developed areas.

It would be unfair to blame all the common problems of development on the developer. Although the developer of hillside terrain could have chosen types that better fit the topography, the typical requirement that roads not have a grade that exceeds 10 percent still required extensive alterations of existing topography. The large minimum lot widths required by the zoning regulations meant the roads on which these houses front had to be longer to accommodate the number of units needed to make the project economically sound.

Traditional zoning and subdivision requirements originated from concepts of land use regulation based on maintenance of property values. Property value maintenance was believed to be achieved by requiring consistency in the allowed uses and in the size and location of improvements on individual lots within a given zoning district. Minimum lot sizes, minimum lot widths, minimum setbacks, and other "bulk regulations" are thus imposed. However, such theoretical uniformity ignores the fundamental premise of working with nature -- *no two sites are exactly alike*.

Development requirements in Calabasas must demand protection of the environment, but they must also be realistically flexible to allow developers and builders to better match their proposals to the environmental and landscape resources of their sites.

The key to the overall environmental health of Calabasas depends, in the long run, on how well environmental resources are cared for when they are not part of protected areas, but are within or directly adjacent to developments. Development regulations, as well as site planning practices for all categories of land use need to be adjusted to meet this goal.

It is the goal of the Conservation, Environmental Design, and Open Space Element of the Calabasas General Plan to:

- preserve significant environmental features within the City of Calabasas and its General Plan study area, and provide for their wise management;
- define limits on the natural resources needed to support urban and rural life within the City and its General Plan study area, and to ensure that those resources are used wisely, and not abused; and
- maintain an open space system which will conserve natural resources, preserve scenic beauty, promote a healthful atmosphere, provide space for a variety of active and passive recreational activities, and protect public safety.



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A. OPEN SPACE

OBJECTIVE

A citywide system consisting of approximately 3,000 acres of protected natural open space whose location and size represents an extensive network of protected areas with a high degree of visual and physical continuity, and a systematic order of purpose.<sup>1</sup>

GENERAL PLAN APPROACH

The preservation of remaining open space lands within the Calabasas General Plan study area is, along with protection of significant environmental features, the highest priority of the City. The remaining open space in the General Plan study area is a key component of the City's character. "Open space" within Calabasas fulfills the following four general purposes.

■ ***Open Space for the Protection of Significant Environmental Resources***

Much of the remaining open space areas within Calabasas contain a great abundance and variety of sensitive vegetative and wildlife habitats and linkages. They also represent a scenic resource of great value and importance to the quality of life of area residents enhancing the visual experience of visitors to the area.

■ ***Open Space for the Protection of Public Health and Safety***

Hillside areas within Calabasas have proved to be unstable platforms for development. Despite the best efforts of engineering geologists soil engineers, and civil engineers, manmade slopes within the General Plan study area have been subject to failure. Thus, specific criteria are included in the General Plan to provide a margin of safety and protection against slope failure. The application of these criteria will reduce the extent of hillside development and increase open space provision. In reducing the extent of hillside areas subject to landform modifications, specific attention has been paid to areas of potential slope failure.

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<sup>1</sup> Natural open spaces and passive and active recreational lands owned and operated as part of the Santa Monica Mountains National Recreation Area within the City of Calabasas shall count toward this performance objective.

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■ *Open Space for Managed Production of Resources*

Open space for the managed production of resources typically includes areas reserved for mineral extraction or agricultural production. There are no areas within the General Plan study area that have been determined to either contain significant mineral resources, as defined by the Surface Mining and Reclamation Act, or which would be appropriate for mineral extraction if significant resources are found at some future date. In addition, although there are areas within the Calabasas General Plan study area that are used for grazing, the preservation of open space lands for production of resources does not appear to be warranted in light of other substantial concerns such as environmental protection and public health and safety.

■ *Open Space for Public Recreation*

These open space areas include public parks managed by the City of Calabasas and Los Angeles County, as well as active recreation areas owned and managed as part of the Santa Monica Mountains National Recreation Area. It is the intent of the City to expand the amount of land devoted to public recreation to meet a performance standard of 3.0 acres of active local recreational land per 1,000 population.

POLICIES

- A.1. Limit the permitted intensity of development within currently uncommitted open space lands to that which is consistent with environmental values and the sensitivity of specific environmental features, including but not limited to riparian areas, wildlife habitats and linkages.<sup>2</sup>
- A.2. Support the Santa Monica Mountains Conservancy and the Santa Monica Mountains Land Trust in their development rights purchase programs to retire development rights within the City and its General Plan study area; support the efforts of the National Park Service and California Department of Parks and Recreation to expand areas devoted to regional recreational open space within and adjacent to the General Plan study area.
- A.3. Promote clustered development to preserve large, unbroken blocks of open space within critical habitat areas, and protect the integrity of habitat linkages, and enhance protection from natural hazards where clustering can be accomplished without creating urban development patterns in rural areas.

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<sup>2</sup> Habitat linkages are needed not only for wildlife mobility, but also as a means of maintaining biological diversity. As such, linkages between habitat areas are often as important as the habitats themselves in protecting the long-term survival of flora and fauna within an area.

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- A.3. Limit landform modification to preserve ridgelines, other significant landforms within the General Plan study area, and a feeling of "openness" throughout the community.
- A.4. Limit road access into open space areas to that which is consistent with the area's open space values.
- A.5. Limit future urban and rural development to those areas where an appropriate level of safety can be provided to new residents and visitors; maintain areas where such a level of safety can not be achieved to open space use consistent with the degree of hazard.
- A.6. Minimize the visual prominence of urban and rural development features by emphasizing retention of natural features and screening of urban and rural development where it is permitted.
- A.7. Preserve views of area hillsides and open ridgelines.



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B. HILLSIDE MANAGEMENT

OBJECTIVE

Maintain and/or restore significant<sup>3</sup> natural systems and resources associated with hillside environments, including but not limited to, primary ridgelines, sensitive vegetation and wildlife habitats, special geologic features, natural drainage swales and canyons, and steep slopes exceeding 20 percent.

GENERAL PLAN APPROACH

The natural hillside areas remaining within the Calabasas General Plan study area are a significant biological and visual resource, and a key factor in Calabasas' unique setting and community character. Remaining hillside and canyon areas encompass the majority of the remaining oak woodlands and riparian areas, and are the basis of the Calabasas area's natural beauty.

It is a fact that people want to live in hillside settings. Such areas can offer a variety of amenities such as reduced densities, a more rural character, significant views of valleys and hills, proximity to large natural open space areas, and privacy. However, if development is improperly planned, the very amenities that people seek as precious attributes of hillside living can be destroyed. In addition, the cumulative effect of improper hillside development can be significant destruction of sensitive biological habitats and habitat linkages, erosion and degradation of water quality, increased downstream runoff and flooding problems, slope failures, fire hazards, high utility costs, and lack of safe access for emergency vehicles. Past development of hillside areas that occurred prior to incorporation has resulted in a significant loss of biological and visual resources, and has been evidenced by varying degrees of each impacts described above.

Proper planning of hillside areas is also required for safety reasons. Hillsides, generally speaking, are unstable landforms; when development occurs, the likelihood of soil erosion, silting of lower slopes, slope failure, and flooding increases. In addition, despite the best efforts of geologists and civil engineers, some manmade slopes created by past development within hillside areas have been subject to slope failure.

In recent years, communities throughout California have devoted much effort to defining hillside development guidelines that protect the natural *character* of hillside areas while allowing for their development. These techniques, commonly known as landform grading and landform planting, focus on innovative grading and landscaping aimed at recreating a "natural look" within hillside development areas. While landform grading and planting are substantial improvements on the traditional "cookie cutter" approach to hillside development, they do not address the loss of biological resources that accompany development of natural hillsides, and are therefore applicable only to the grading that is permitted to occur *after* significant environmental resources are protected.

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<sup>3</sup> The performance standards contained in the Development Review Program presented in Chapter VIII cumulatively define the significance of various environmental features.

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Overall, the preferred hillside management option in Calabasas' vision is to preserve hillside areas in their natural condition. However, as a means of balancing the desire and need for preserving hillside areas with a recognition of property rights, the General Plan's defines those areas that, because of their environmental significance, require varying degrees of protection, and also provides for areas where development and varying degrees of landform modification may occur.

A key concept of the Calabasas General Plan is to define permitted land use intensities within remaining open hillside areas on the General Plan land use map in a manner that is consistent with Calabasas' vision. Thus, the basic development intensities of the land use map and corresponding performance standards contained in the Development Review Program aim at maximizing the amount of hillside area left in its natural state through a combination of limited density and grading standards, and encouragement for clustering development within the flatter portions of development sites.

POLICIES

- B.1. Maintain the visual character of hillsides, recognizing both the importance of the exposure of hillside development to off-site public views and the importance of providing panoramic views from hillsides.
- B.2. Minimize the alteration of existing landforms and maintain the natural topographic characteristics of hillside areas, allowing only the minimal disruption required to recognize basic property rights.
- B.3. Protect the natural character of hillside areas by means of land sculpturing (contour grading) to blend graded slopes and terraces with the natural topography.
- B.4. Preserve all significant ridgelines, as indicated on the Scenic Features Map in the Community Profile, and other topographic features found on the site such as canyons, knolls, rock outcroppings, and riparian woodlands. Exceptions may be granted to accommodate general plan designated trails, viewpoints, and fuel modification measures needed for the protection of public health and safety.
- B.4. Minimize exposed slope bank areas, graded surfaces, brow ditches, and down drains to the greatest extent feasible.
- B.5. Respect significant natural drainage courses<sup>4</sup> and provide drainage in a more natural appearing condition rather than with standard concrete box drainage channels.
- B.6. Avoid mass graded "mega-pads" for development. Smaller steps or grade changes shall be used over single large slope banks to the greatest extent feasible.
- B.7. Protect graded areas from wind and water erosion through slope stabilization methods (i.e., planting, walls, or netting). Interim erosion control plans shall also be required.

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<sup>4</sup> "Significant" natural drainage courses are defined as those which appear as "blue lines" on USGS quadrangle sheets, and therefore require Stream Alteration Agreements from the California Department of Fish and Game.

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C. BIOTIC RESOURCES

OBJECTIVE

Preservation of critical biotic resources in place and maintenance of the habitat value and diversity of biotic resources within the Calabasas General Plan study area.

GENERAL PLAN APPROACH

Unlike some resources, trees have an explicit economic value -- wooded lots for homes usually command more money than unwooded, open lots. Yet, despite the universal appreciation for trees and woodlands, past development activities have resulted in the substantial loss of oak woodlands within the General Plan study area. The City Council has adopted an oak tree preservation ordinance to give oak trees effective protection, to hold any necessary loss to the absolute minimum, and to provide for mitigation when such losses must occur. Such protection will be extended to wooded areas and other stands of significant natural vegetation through the General Plan's Environmental Management Program and Development Review Program.

It is a high priority of the City of Calabasas to protect and, where feasible, facilitate restoration of the biological productivity and quality of vegetative and wildlife habitats throughout the remaining open spaces within the General Plan study area. Thus, the City of Calabasas will take a proactive approach to the management of biological resources, focusing on preservation of *viable habitat areas*.<sup>5</sup>

It is the City's intent to emphasize preservation of a large self-sustaining habitat management areas within the General Plan study area. The City will facilitate, where possible, public acquisition of lands and open space easements within significant resource areas, while recognizing the existence of private property rights. Calabasas will work with Federal, State, and private entities involved in the protection of the Santa Monica Mountains to establish multi-species habitat conservation programs within the National Recreation Area, possibly allowing the use of mitigation funds generated elsewhere within the region to be used to acquire land and development rights within the National Recreation Area for habitat preservation.

Thus, the Calabasas General Plan identifies valuable habitat areas, and establishes requirements for clustering development, as well as development rights purchase programs to ensure their long-term protection and preservation. Financial participation by new development will be implemented to support these programs.

Today, there are still large expanses of open land, natural hillsides, natural stream channels, wildlife, and panoramic views. As pressures for the built environment to grow continue, physical encroachment of development has the potential to erode the natural balance of existing biological habitat.

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<sup>5</sup> "Viable habitat areas" are those that are of sufficient size and location to sustain the flora and fauna that are found within the habitat area.



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**POLICIES**

- C.1. Ensure that new developments, including roads, protect riparian areas, oak woodlands, habitat linkages, and other biologically sensitive habitats, and maintain the biotic habitat value of the site.
- C.2. Maintain an up-to-date inventory of sensitive, threatened and endangered species within the General Plan study area, as well as an inventory of habitat areas and habitat linkages to provide a definition of biologically sensitive areas. Require that biologically sensitive habitats and habitat linkages be preserved.
- C.3. Require that construction activities be separated from sensitive resources through the use of buffers, setbacks, and temporary protective fencing.
- C.4. Regulate construction activities to eliminate potentially destructive practices which remove topsoils or place spoils in areas intended to be preserved in open space, as well as practices such as dumping construction wastes in unauthorized areas, washing out concrete trucks and spreading lime-laden water. Where needed, identify a "life support envelope" around existing significant trees and plants which can be protected from construction practices.
- C.5. Maintain strategic alliances with Federal and State agencies involved in the Santa Monica Mountains National Recreation Area to ensure the ongoing management of areas that are preserved because of their biological significance.

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**D. AIR QUALITY**

**OBJECTIVES**

Achieve consistency of the City's General Plan and subsequent new development projects with the South Coast Air Quality Management Plan (AQMP) and the air quality related provisions of the Regional Mobility Plan prepared by the Southern California Association of Governments, with the intent of reducing air pollutant emissions of individual development projects below the thresholds of significance defined by the South Coast Air Quality Management District. Such reductions will assist in the achievement and maintenance of Federal and State air quality standards.

Elimination of carbon monoxide "hot spots" within the General Plan study area.

**GENERAL PLAN APPROACH**

Calabasas is fortunate to be located in a portion of the South Coast Air Basin that has fewer air quality problems than do many other communities in the Basin. While the air pollution data summary provided in the Community Profile indicates that ozone and carbon monoxide (eight-hour measurement) often exceed the Federal and State standards, the data is measured at the AQMD's Reseda station in the San Fernando Valley, and does not reflect the climatic conditions specific to Calabasas, due to geographical and physical differences.

The Calabasas area benefits substantially from on-shore ocean breezes, which disperse air pollutants, while also broadcasting cleaner air that has not yet been exposed to regional urban air pollution influences. Because of the prevailing wind patterns, Calabasas generally has cleaner air than the San Fernando Valley. Nonetheless, while the majority of the time, the City of Calabasas is not adversely affected by the poor air quality in other parts of Los Angeles or Ventura counties, it is a downwind contributor towards the degradation of air quality in the basin. Consequently, the City has an obligation, as well as a desire, to reduce local air pollutant emissions, and thereby share in the improvement of regional air quality.

Although the physical and geographical circumstances, and the unique climate of the South Coast Air Basin create less than ideal air quality conditions, sprawling development and the widespread use of single occupant vehicles have both been major reasons for the air pollution problems in South Coast Air Basin. The private automobile has been the travel mode of choice and necessity for most Southern Californians. The cities and communities within the greater Los Angeles area have largely been laid out in a manner which is dependent on the automobile, linked together with an extensive highway and freeway system dedicated to the private automobile.

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When compared to other metropolitan areas, the development patterns in the Los Angeles area are widely dispersed, and of low development intensity. As a result, the opportunities to utilize sophisticated public transit systems have been problematic owing largely to the feasibility of establishing public transit systems without substantial focused or concentrated demand. The air quality implications of this development pattern are exacerbated by a widespread separation between home and places of work and recreation, as well as a regional lifestyle that encourages mobility and far-flung activities.

Reliance on the private automobile can be reduced through the application of innovative transportation control measures and transportation demand management programs, as well as community-wide public awareness and governmental leadership to promote alternatives to the private automobile. Reducing dependency on the use of single occupant automobiles, both now and in the future, will reduce the overall number of vehicle trips and will have a positive effect on the regional air emissions burden.

The dominance of single occupant vehicle travel has led to significant traffic volumes in the basin and a resultant high level of air pollution. The concept of ride sharing and multiple occupancy vehicle usage is working towards removing vehicles from the highway system and reducing air pollutants. Of particular effectiveness are the car pooling lanes on various freeways, the designation of ride sharing days and the incentives associated with transit and other multiple occupancy vehicles.

The AQMP includes control measures directed towards utilizing and developing new and innovative technologies to reduce air pollution. The regional Congestion Management Plan (CMP) is directed towards improving transportation efficiency through establishing roadway levels of service criteria and monitoring procedures for the regional circulation network. The CMP requires that proposed developments prepare "Traffic Impact Analyses" to identify potential impacts to the regional circulation network, and to provide appropriate mitigation. The imposition of rules and regulations contained in these plans will force a number of the changes by modifying lifestyles and the local and regional planning process. Each of these documents includes a range of actions for implementation by local agencies. The City of Calabasas intends to accept those programs.

Basic construction practices are responsible for two sources of air pollution. The first source is vehicular emissions resulting from both construction employees traveling to and from the construction site, and from the use of construction equipment. Because construction sites are constantly shifting, the travel distances from the employees residences to job sites are likewise constantly changing. To minimize the air pollution contribution from construction employees, the employer can adjust work schedules to minimize the number of trips, especially during off-peak hour commute periods, and can organize ride sharing programs to pair up employees with similar home destinations. To the extent feasible, the City of Calabasas intends to institute such requirements.

Other vehicular emissions occur at the construction site directly from construction equipment. The large earthmovers and tractors require significant power requirements, generally developed from diesel engines with significant emission potential. For larger construction sites, multiple pieces of construction equipment are needed to effectively prepare the area for development. However, because the emission potential is significant for construction equipment, cumulative short-term effects can be significant. The Air



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Quality Management District has established threshold criteria for cumulative construction emissions. These are intended to control the total emission output by minimizing the use of high emission construction vehicles, and restricting the total area of construction through phased construction events. These threshold criteria and related emissions control measures have been incorporated into the General Plan's Development Review Program.

The second source of construction pollution is associated with the generation of particulates or fugitive dust during grading. A component of fugitive dust, referred to as PM<sub>10</sub>, is a regulated pollutant and is now utilized as the standard for controlling fugitive dust generation. Construction projects must adhere to the threshold criteria established for construction processes. While construction of a development project is not a long-term activity, short-term impacts that cannot be mitigated and exceed the threshold criteria are considered significant, unacceptable adverse impacts.

Development that generates significant traffic volumes, such as high employment generators, fast food restaurants, and convenience stores, can cause traffic congestion and delay resulting in deteriorated air quality. Traffic congestion and poor roadway levels of service will cause locally poor air quality conditions due to local pollutant concentrations. Similarly, high vehicular traffic volumes from these land uses will ultimately adversely contribute to the regional emissions burden. Therefore, poor air quality conditions have a direct correlation to local traffic conditions and the regional emission burden, both highly dependent on land use type, intensity and distribution.

Air quality mitigation requirements placed on new development within Southern California, in general, have not been made specific, but focus on requiring that new development need employ "feasible" mitigation techniques to reduce air emissions. The determination of what constitutes "feasible" mitigation varies by project, and is not reflective of a clear emissions reduction target. The most effective and measurable way in which to gauge air quality improvement is to require development to meet performance standards which set air pollution reduction objectives below levels that would be expected from conventional development.

Thus, the Calabasas General Plan establishes a program that includes control measures for various project types, with reduction factors identified for individual and combined control measures. This program allows development proponents to select the specific control measures that are most appropriate to their project. Based on methodology provided by the South Coast Air Quality Management District,<sup>6</sup> the resulting reduction in emissions can be determined to demonstrate compliance with the target threshold criteria. With the range of reduction options available to future development projects and the potential reduction values associated with those techniques, there is no reason why a development project should be found to be inconsistent with the City's air pollution reduction goals.

The effects from air pollution can be significant, both in the short-term during smog alerts, but also from the long-term exposure to pollutants. The potential adverse health effects are significant and must not be neglected.

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<sup>6</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993.

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While the majority of the populace can overcome the short-term air quality health concerns, selected segments of the population are more vulnerable to its effects. Specifically, young children, the elderly and persons with existing health problems are most susceptible to respiratory complications. These segments of the population tend to congregate in land uses that are sensitive receptors, including schools (particularly pre-schools and nursery schools), convalescent hospitals, senior housing, and hospitals. Sensitive receptors in Calabasas consist of the schools identified in the Calabasas Community Profile (see Section III-C), and the Motion Picture and Television Fund facility. These sensitive receptors should be protected from the adverse effects of air pollution, particularly from the influence of carbon monoxide concentrations.

Carbon monoxide pollution is a very localized pollutant and is emitted directly from automobile tail pipes. The concentrations accumulate along high traffic volume roadways and poor roadway levels of service and can exceed the standards when stagnant or low wind conditions are present and the pollutants do not readily disperse.

The protection of sensitive receptors from future unacceptable carbon monoxide concentrations can be accomplished by requiring applicants of proposed development projects to prepare carbon monoxide studies using the CALINE4 or other Air Resources Board acceptable air quality modeling tools to estimate the contribution of carbon monoxide from a project. Development projects will be required to mitigate their contribution below the threshold of significance.

**POLICIES**

- D.1. Reduce the need for vehicular travel through the promotion of alternatives to the private automobile.
- D.2. Reduce reliance on single occupant vehicle travel and reduce the number of vehicles on City streets during peak travel hours by establishing transportation demand management programs in commercial and business park developments consistent with the South Coast Air Quality Management Plan.
- D.3. Promote a system of bicycle routes within the General Plan study area that not only provide recreational opportunities, but also represent viable routes for travel between home and school or work.
- D.4. Facilitate the use of alternative modes of transportation when building new commercial, office, and business park developments.
- D.5. Improve traffic flow and eliminate traffic congestion through a combination of limiting land use intensity and roadway capacity enhancement where they are compatible with the sensitivity and desired character of the adjacent environment.
- D.6. Improve the functioning of existing roadways where additional rights-of-way cannot be acquired due to existing development or environmental constraints by consolidating driveways and implementing transportation systems management programs.

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- D.7. Minimize air pollution emissions generated by stationary sources through the implementation of passive and active energy conservation programs, as well as solid waste recycling programs.
- D.8. Mitigate the air quality impacts of construction activities by requiring the implementation of dust abatement procedures.
- D.9. Establish cooperation with regional agencies on air quality issues to maximize traffic flow improvements, implement the provisions of the South Coast Air Quality Management Plan, and increase public awareness of air quality issues.



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E. WATER RESOURCES

OBJECTIVES

Maintain a 20 percent reduction in the 1990 rate of water consumption by existing and new development within the Calabasas General Plan study area as compared to pre-drought levels through an emphasis on drought-tolerant planting techniques, use of water-efficient plumbing, and water reclamation.

Coordinate general plan "buildout" population and development intensities for the City and its General Plan study area that are consistent with the ability of the Las Virgenes Water District to provide water supplies.

Recognizing the long range public health need for clean water, prevent the introduction of new pollutants into area waterways, reduce present levels of pollutants and sediments that are carried into area waterways through stormwater runoff; meet National Pollution Discharge Elimination System (NPDES) water quality standards for runoff from developed areas; maintain water quality within natural drainage courses that will not adversely affect resource dependent recreation or the biological carrying capacity of the riparian areas associated with the drainage courses.

GENERAL PLAN APPROACH

The City of Calabasas recognizes the critical nature of water resources relative to regional growth in Southern California. Decreasing the dependence on imported water through the use of water conservation measures increases the chances of recovery in the event of drought or other emergency. The City will fulfill its responsibility for the management of water resources within the study area will be accomplished through implementation of the following concepts.

■ ***Coordinate General Plan Buildout with Available Water Supplies:***

As part of establishing a "buildout" population for the Calabasas General Plan study area, the City consulted with the Las Virgenes Municipal Water District to define the water supplies that can reasonably be made available to support new development in the foreseeable future. The General Plan land use map and its allowable development intensities reflect the availability of these supplies.

■ ***Protect and Improve Area Water Quality***

Water quality concerns will be integrated into stormwater management planning, ensuring that designs for pollutant management are part of the overall planning and approval processes for new development proposals. Mitigation for pollutant and sediment loading will include concepts of slowing water flows to enhance percolation and other filtering Best Management Practices, allowing them to work in harmony with the area's topography.

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In addition, Calabasas will fulfill its water quality responsibilities as a "co-permittee" under the Federal Clean Water Act, as amended. The City will define and require that "Best Management Practices" be employed at three levels to improve the quality of runoff water from the municipal storm drain system and from City roadways. As of May 1993, Calabasas had submitted first and second level Best Management Practices to Los Angeles County for review and approval. These practices include: erosion control, street sweeping, educational programs, and industrial development specifications for pre- and post-development conditions. In addition, the City has implemented a storm drain and catch basin cleaning program. Calabasas will continue to monitor emerging technologies and techniques of minimizing water quality impacts from municipal runoff, and will require the implementation of new Best Management Practices as they are devised.

■ ***Reduce Water Consumption:***

Reduced water conservation in Calabasas will be achieved through a combination of enforcing and expanding the water conservation requirements found in the City's building and plumbing codes; as well as through expanding requirements for drought tolerant landscaping as part of new development approvals and encouragement of drought tolerant landscaping in existing developed areas.

■ ***Increase the Use of Reclaimed Water Supplies:***

The City of Calabasas will work with the Las Virgenes Municipal Water District to identify potential locations for reclaimed water. Recognizing that the primary use for reclaimed water will be landscape irrigation, initial priorities will focus on extending reclaimed water to public and private parks, as well as to other large landscaped areas.

The City will also work with the Las Virgenes Municipal Water District to establish funding mechanisms for reclaimed water delivery systems, and will require installation of dual water systems in areas served by reclaimed water. In the interim, the City will require installation of "dry" reclaimed water systems within in areas which can be served by reclaimed water within a five year period.

■ ***Protect and Improve Area Water Quality***

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POLICIES

- E.1. Coordinate general plan buildout and land development review with the Las Virgenes Municipal Water District to ensure that adequate water supplies are available to support existing development and existing approved development before approving additional development.<sup>7</sup>
- E.2. Protect natural watershed areas within the General Plan study area.
- E.3. Promote the use of primarily drought-tolerant plants and efficient landscape irrigation design.
- E.4. Require the use of dual water systems to use reclaimed wastewater for landscape irrigation purposes where reclaimed water service is or can be made available within a five year period.
- E.5. Ensure that new buildings are constructed in such a manner as to minimize the use of water for domestic purposes.
- E.6. Continue undertaking the activities necessary to continue fulfilling the City's responsibilities as a "co-permittee" under the Federal Clean Water Act, as amended.
- E.7. Require that new development and construction add no new pollutants and/or sediments to area waterways.
- E.8. Promote the reduction of pollutants and sedimentation from existing uses through public education, erosion control, and implementation of workable Best Management Practices.
- E.9. Require new development to provide runoff mitigation plans that illustrate the Best Management Practices that will be employed to prevent pollutants from running off the project site into area waterways as part of the application and development review process.

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<sup>7</sup> See Table VII-1, Municipal Services and Facilities Performance Objectives, and Table VIII-3, Maximum Acceptable Development Impacts.



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- E.10. Require adequate mitigation measures to be implemented during site grading and construction to control erosion and off-site deposition of soils.
- E.11. Require the implementation of Best Management Practices for prevention of water pollution in new development, including provision of subsurface filtering and/or bioremediation for oil and grease contaminants in commercial and industrial parking areas.

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**F. HISTORICAL, CULTURAL, AND PALEONTOLOGICAL RESOURCES**

**OBJECTIVES**

Preserve the special historical features within Old Town as a focal point for community life; extend the historical, old west character of existing buildings within Old Town to adjacent properties.

Enhance community appreciation for the importance of historic, archaeological, and paleontological resources within the City and its General Plan study area, and protect significant resources.

**GENERAL PLAN APPROACH**

Old Town Calabasas is the historical and cultural "heart" of the community. As such, preservation of historical features within Old Town, and protection of the area's historical character is a critical part of Calabasas' vision of its future. In addition to preserving actual historic buildings within Old Town, design guidelines will be implemented to ensure that future development in and adjacent to Old Town is compatible with its historic, small town character. In addition, streetscape design and, where feasible, building facade enhancement will be applied to more recent developments adjacent to Old Town to mitigate the impacts of modern architectural design on the area's historic character. It is the intent of the General Plan to set forth policies and guidelines which will lead to a more specific Old Town Master Plan.

Of critical importance to the protection of Old Town will be cooperation with the City of Los Angeles, since a large portion of the Old Town area is outside Calabasas. Calabasas will pursue a cooperative program to detach Old Town from the City of Los Angeles and annex it into Calabasas. If detachment and annexation is not feasible, Calabasas will pursue a cooperative planning program with Los Angeles to ensure consistent, compatible development standards in the area.

The Calabasas General Plan defines the "significance" of archaeological and paleontological resources in Appendix C, and aims to preserve significant archaeological and paleontological resources in place.

**POLICIES**

- F.1. Emphasize preservation or adaptive reuse as the preferred management of historic structures. Where preservation or adaptive reuse is not possible, require that new development reflect the character and historic/cultural references of the original feature. In addition, where feasible, facilitate the relocation of historic features if their preservation in place is not possible.
- F.2. Preserve significant cultural and paleontological resources in-situ, when feasible. When avoidance of impacts is not possible, require data recovery mitigation for all

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significant deposits. All forms of excavation in deposits of Native American origin shall be coordinated and monitored by representatives of the Chumash nation.

**G. SOIL CONSERVATION AND PRESERVATION**

**OBJECTIVE**

Eliminate the potential significant impacts of soil erosion through the application of appropriate soils management techniques.<sup>8</sup>

**GENERAL PLAN APPROACH**

As a requirement for granting grading and building permits, the City of Calabasas will require the submission of water erosion and dust control plans to ensure that the loss of soils due to new construction activities is reduced to a level of insignificance.<sup>9</sup> Dust control plans will be required to incorporate the provisions of the South Coast Air Quality Management Plan. To limit potential impacts, the City will require that erosion control measures be implemented as soon as grading operations commence.

Consistent with the need to conduct grading operations in an economical manner, balanced onsite grading operations should be achieved to eliminate, to the extent possible, the need for transporting soils on- or off-site. In addition, to the extent possible, grading operations should be conducted in phases, instead of mass grading. The extent of clearing and grubbing operations, as well as the area being graded at any particular point in time, should be limited to the minimum necessary.

**POLICIES**

- G.1. Require implementation of "best management practices" for soil erosion control as part of any grading activity.
- G.2. Regulate construction activities to eliminate potentially destructive practices which remove topsoils or place spoils in areas intended to be preserved in open space, as well as practices such as dumping construction wastes in unauthorized areas, washing out concrete trucks and spreading lime-laden water.

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<sup>8</sup> See Table VIII-3, Maximum Acceptable Development Impacts, for a definition of "significant."

<sup>9</sup> See the Development/Environmental Review Program for specific erosion control requirements.



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H. ENERGY RESOURCES

OBJECTIVE

Consistent with the South Coast Air Quality Management Plan, reduce the non-mitigated rate of energy consumption of non-renewable energy resources by 30 percent from 1990 consumption rates through the promotion of efficient land use patterns, reductions in vehicle miles traveled, incorporation of best management practices for energy conservation into new and existing development, and increased use of alternative sources of energy.

GENERAL PLAN APPROACH

Opportunities for the City of Calabasas to promote energy conservation are available not just as a result of the design of individual buildings, but also in the design of neighborhoods and individual sites. Energy efficient measures can be identified at the community/neighborhood, site, and building design scales.

**Community/Neighborhood Design:** It is the City's intent to identify and implement programs to facilitate safe and pleasant pedestrian circulation. Also, the establishment of a communitywide system of bicycle lanes will assist in reducing energy consumed by automobiles.

**Site Design:** Site design affects energy consumption in the form of space heating and cooling in several ways. First, the effectiveness of passive design measures at the building scale is influenced by structure orientation and placement. Orientation affects the amount of solar gain and the effectiveness of solar shading devices (e.g. shade trees near building facades, permanent awnings, and solar shade screens). Second, site design affects solar access by allowing the opportunity to use south facing facades for passive solar heating systems. Third, site design can influence the natural ventilation and shading during the cooling season. Site design can also have an effect on indirect energy uses, including water use for irrigation and the availability of usable outside spaces, such as shaded patios or open plazas.

Other measures which are to be incorporated into individual site designs for all types of development include:

- developing building groups or clusters with protected indoor or plaza/open areas which promote both exterior accessibility and enjoyment within a protected environment;
- constructing internal circulation roadways at the minimum widths necessary for safe circulation to minimize solar reflection and heat radiation;
- where possible, locating reflective surfaces (i.e. parking lots) on the north and east side of buildings to decrease potential heat gain and reflection to adjacent buildings;

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- orienting the maximum amount of non-reflective glass possible toward the south, the side with the greatest amount of solar access (heat gain potential);
- using appropriate building shapes and locations to promote maximum feasible solar access to individual units;
- designing individual buildings to maximize natural internal lighting through the use of court wells, interior patio areas, and building architecture;
- using canopies and overhangs to shade windows during summer months while allowing for reflection of direct sunlight during winter months;
- installing windows and vents in commercial and industrial buildings to provide the opportunity for natural ventilation;
- using reflective roof materials to reduce solar gains, unless a passive heat system is provided;
- incorporating the use of broad, deciduous trees in landscaping plans, especially near buildings and in and around large expanses of parking lots or other paved areas;
- incorporating deciduous vines on walls, trellises and canopies to shade south and west facing walls, to cool them in summer months; and
- incorporating wind breaks to protect against winter winds.

**Building Design:** Energy used to operate a building can be categorized into direct and indirect uses. Space conditioning (heating and cooling) and appliance operation are the most direct users. Water supply, waste water treatment, and solid waste disposal consume energy indirectly. Production of commodities by industrial development is a direct user of energy, the production of food and commodities consumed by the residential sector is an indirect use of energy.

The City will continue to enforce California Title 22 energy conservation requirements, and will encourage the inclusion of active and passive energy conservation features into the design of new buildings. Landscape plans will be reviewed with an eye toward achieving energy savings (see the Development Review Program).

In addition to the review of new development, the City will pursue programs to encourage retrofitting of emerging energy conservation technologies into existing development. Emphasis will be also placed on the integration of emerging technologies into the City's building code. The City will take a leadership role in the application of new technologies, and work toward incorporating such energy saving techniques as the use of fuel cells and co-generation into new development and expansion of City facilities. Where appropriate, the City will cooperate with Southern California Edison, The Gas Company, and the South

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Coast Air Quality Management District to set up energy conservation demonstration projects, and to serve as a laboratory for testing new energy conservation techniques.

**POLICIES**

- H.1. Promote innovative building design, site design, and building orientation techniques which minimize energy use.
- H.2. Support State and Federal legislation that would, in an appropriate manner, accomplish the elimination of wasteful energy consumption.
- H.3. Reduce the amount of energy consumed by City operations and assist residents and businesses in reducing their energy consumption rates.
- H.4. Promote the incorporation of feasible energy conservation measures into existing developments and structures.
- H.5. Promote the use of alternative energy sources (e.g., unobtrusive solar energy, co-generation, and non-fossil fuels for vehicles).



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**I. SOLID WASTE MANAGEMENT****OBJECTIVES**

A 25 percent reduction in the 1990 waste stream achieved by 1995, with a 50 percent reduction achieved and maintained by the Year 2000, as outlined in Table II-1.

Instill in the community an environmental ethic which will maximize awareness of and participation in source reduction, recycling, and composting activities.

**Table II-1**  
**Specific Solid Waste Diversion Goals**  
**(Percent of Total Solid Waste Stream)**

	<b>1995 Diversion Goal</b>	<b>2000 Diversion Goals</b>
Source Reduction Programs	9.3%	14.3%
Recycling Programs	15.2%	17.7%
Composting Programs	0.9%	19.8%

Source: City of Calabasas Source Reduction and Recycling Element

**GENERAL PLAN APPROACH**

Calabasas' vision is to reduce the amount of solid waste being generated within the City through a cost-effective combination of source reduction, recycling, and composting programs. A three-pronged approach will be used -- source reduction programs, community educational programs, and implementing a City Hall program to serve as a role model for the community.

Public education is an important part of the City's vision of sustainability through reducing the solid waste stream. Thus, Calabasas will strive to create a volunteer corps comprised of residents, business interests, educators, and City staff to assist in the implementation of programs to be used as a conduit for community education. The City will establish a core collection of reference materials on existing and emerging programs and practices, and will work with the Las Virgenes Unified School District to establish integrated solid waste management curricula in the local school system. By 1995, it is the City's vision to have solid waste management curricula established in 75 percent of all elementary, middle, and high schools within the City, increasing that number to 90 percent by the year 2000.

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POLICIES

- I.1. Continue undertaking the activities necessary to achieve AB 939 waste stream reduction goals.
- I.2. Adhere to the following hierarchy of integrated solid waste management options:
  - Calabasas will recognize the preeminence of source reduction as the waste management option of choice; and
  - source reduction, recycling, and composting possibilities will be exhausted *before* resorting to landfilling of solid wastes.
- I.3. To reduce the volume and toxicity of products and packaging, encourage the purchase of products and packaging that:
  - are recyclable or are made with recycled materials;
  - use minimal packaging; and
  - have reduced toxicity.
- I.4. To change patterns of consumption that produce unnecessary waste generation, require, where feasible:
  - the replacement of disposable materials and products with reusable materials and products;
  - the reduction of yard waste through backyard composting and low maintenance landscaping;
  - the purchase of products with longer life spans, and products that are easily repairable;
  - recycling of construction wastes; and
  - the purchase of products which reduce energy consumption.

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**J. MINERAL RESOURCES**

**OBJECTIVE**

Manage mineral resources, if any, within the Calabasas General Plan study area in a manner which emphasizes the significance and sensitivity of the local natural environment rather than the conservation and development of identified mineral resources.

**GENERAL PLAN APPROACH**

Pursuant to the California Surface Mining and Reclamation Act, the State Geologist is in the process of identifying significant mineral resources (sand and gravel aggregates only). To date, only a small area has been designated as having no likelihood of containing significant resources; adequate information does not exist to support a finding that significant resources are or are not likely to occur throughout the balance of the General Plan study area.

If significant aggregate resources are ultimately found, State policy favors conservation and development of those resources. However, local agencies are permitted to adopt plans contrary to that policy, subject to the approval of the State Mining and Geology Board, if existing land uses or sensitive environmental conditions preclude safe, environmentally sound mineral extraction. The analyses undertaken as part of the Calabasas General Plan have found that there are no lands within the General Plan study area that are suited to mineral extraction should resources be discovered in the future.

**POLICY**

- J.1. Prohibit the establishment of mineral extraction operations that could result in significant biological, traffic, air quality, visual, hillside preservation, or quality of life impacts.



## III. LAND USE



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III. LAND USE

Calabasas is a unique community.

Positioned at the edge of the Los Angeles metropolitan area along the highly traveled Ventura Freeway corridor, the Calabasas area retains much of its natural setting and natural beauty. The City's distinctive character is derived from its natural environment, oak studded hillsides, and natural open space; physical diversity; unique Old Town area; small town

*"Plan not in terms of meaningless pattern or cold form; plan, rather, a human experience. The living, pulsing, vital experience, if conceived as a diagram of harmonious relationships, will develop its own expressive forms and the forms evolved will be as organic as the shell of the nautilus; and perhaps if the plan is successful, they may be as beautiful."*

*John O. Simonds*

atmosphere; and its active and concerned population. In looking to its future, Calabasas seeks to preserve those features which distinguish it from other communities, and which cause people to find it to be a desirable community in which to live. The Calabasas General Plan is thus concerned with translating the community's intangible character, "sense of place," and well-being into physical forms and a tangible management plan which perpetuates the essence of Calabasas and keeps it an excellent community in which to live and raise a family.

The Land Use Element of the General Plan sets forth Calabasas' vision and fundamental land use philosophy, including directing development to the most suitable locations, and maintaining the environmental, social, physical, and economic health and vitality of the area. This Chapter therefore focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns that are consistent with local social values. Of primary concern are the *type, intensity, location, and character* of land uses that will be permitted in the future.

Calabasas' land use pattern is well established, and is not intended to change over time. Future growth will primarily consist of infill development, existing approved but undeveloped projects, and extension of rural residential development at the edge of the urban area. However, as this development occurs, the City will face significant challenges. Calabasas' natural setting and significant environmental features need to be protected and preserved, and at the same time, private property rights must be recognized and respected.

As important as the type, intensity, and location of future land uses is maintaining and enhancing Calabasas' character and providing a pleasing visual experience to residents and visitors. Thus, Calabasas' Land Use vision incorporates "urban design" concepts aimed at ensuring that the built environment is a physical expression of community character.



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*Carrying Capacity*

*The General Plan establishes objectives and performance standards for environmental features and municipal services and facilities that combine to delineate the carrying capacity of the natural environment and thus set specific limitations on land use intensity. The objectives and performance standards do not specifically set a maximum population or maximum buildout of non-residential uses. Thus, the "carrying capacity" of the Calabasas General Plan study area is a function of environmental and public service constraints as defined through applicable General Plan objectives, policies, and performance standards.*

It is the goal of the Land Use Element to:

- direct the amount and location of new land uses in conformance with environmental carrying capacities and the other goals of the General Plan; and
- within the constraints of these carrying capacities, provide a distribution of land uses that enhances the environmental, social, physical, and economic well-being of Calabasas.

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**A. COMMUNITY STRUCTURE**

**OBJECTIVES**

Maintain Calabasas as a predominantly residential community with commercial, office, and business park uses playing a secondary, supporting role.

A well-designed, high quality, and functional mix of open space, urban and rural residential, and supporting commercial and business park land uses which reflects local community values and integrates the resolution of other general plan issues into a cohesive pattern.

**GENERAL PLAN APPROACH**

Calabasas' vision is to maintain its traditional role as a refuge from the congestion of the San Fernando Valley and the Los Angeles metropolitan area. Thus, the General Plan Land Use Map defines a low intensity, primarily residential community nestled in a natural environmental setting. In general, urban development will not extend beyond the areas that are now developed or committed to urban development. Rural residential uses and rural communities will be located at the fringe of the urban area, transitioning into primarily open space uses with widely scattered home sites. Thus, it is the City's vision and a key concept of the Calabasas General Plan that the rural, open character of lands to the south of existing urban development and approved urban density projects be preserved, including lands along Las Virgenes Road south of Lost Hills Road and lands along Mulholland Highway west of Old Topanga Canyon. It is the specific intent of the Calabasas General Plan that the unique character of existing rural communities, such as Monte Nido and Old Topanga, that are located within the Calabasas General Plan study area be preserved.

Low intensity rural residential and open space areas have been designated on the General Plan Land Use Map to recognize those areas that have already been committed to those uses, as well as to ensure that the intensity of future residential development is consistent with the primary focus of Calabasas' vision -- environmental responsibility and the exercise of local management and control to ensure that future development of high quality urban and rural uses are compatible with local social values and the significance and sensitivity of the area's natural environment. It is the City's vision that any new development occurring within these rural and open areas fit in with, rather than replace, the area's existing natural environment.

It is the City's desire that land uses within Old Town and adjacent areas to the west along Calabasas Road up to Parkway Calabasas emphasize a pedestrian-oriented mix of retail and office uses. It is the City's desire to recreate the character of the traditional small town's "downtown" within this area, emphasizing the area's function as a community gathering place. Thus, the combination of individual developments within and adjacent to Old Town should provide a variety of plazas, as well as indoor and outdoor gathering areas that are accessible to the public. Old Town will retain its unique character, and provide restaurant and specialty commercial uses. Enhancement of the area's western character will be undertaken with such features as streetscape enhancement and possibly facade improve-

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ments to adjacent development. An Old Town Master Plan has been prepared and adopted by the City to define the specific design features desired for Old Town.

Calabasas Road will retain its current urban character between Old Town and Parkway Calabasas. The City's vision is that development of the vacant land along the south side of Calabasas Road would complement the uses planned for Old Town Calabasas and provide the impetus for creating the pedestrian-oriented "city center" and gathering place that is desired.

The current mix of uses along the north side of the Ventura Freeway, from the Parkway Calabasas interchange to the westerly city limits, will be retained. The City's vision for this area is for design enhancements to improve the area's visual quality.

The City's vision for commercial development along Calabasas Road between Parkway Calabasas and Mureau Road is for low key commercial uses which are compatible with the area's biological sensitivity, and which will not dominate views from the Freeway of natural oak studded hillsides. Pelican's Retreat is an example of the City's vision for this portion of the Ventura Freeway Corridor.

Natural hillsides will dominate the Freeway corridor west to the Las Virgenes Road interchange. In this area, office uses will fill in the northeast quadrant of the interchange across from City Hall. Development of the northwest quadrant will be limited to the lower portions of the hillside so as preserve the existing oak woodlands, and not dominate views from the Freeway. Freeway oriented commercial uses will continue in the southern quadrants of the Las Virgenes Freeway interchange, focusing on urban design improvements to reduce the visual clutter created by a proliferation of driveways and signs. New commercial development will occur along the east side of Las Virgenes Road at Agoura Road.

The current transition of commercial to business park development along Agoura Road west of Las Virgenes Road will be continued. Business park uses will extend west along Agoura Road and the southerly freeway frontage to the western city limits.

**Development Agreements:** The Calabasas General Plan is a long-range plan for management of the community. Notwithstanding the fact that all new development must be consistent with the provisions of the General Plan, there exist development agreements approved by the City which pre-date adoption of the General Plan (e.g. Micor<sup>1</sup>, Pazar), and other development agreements which were approved by Los Angeles County prior to incorporation (e.g. Ahamanson-Kilroy). Some of the provisions of these development agreements are inconsistent with the provisions of the General Plan. This primarily results from the more stringent standards adopted as part of the Calabasas General Plan. In addition, some development agreements that were adopted prior to incorporation permit development intensities or land uses that would not likely have been approved by the Calabasas City Council.

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<sup>1</sup> The Micor project is the subject of litigation which may affect the validity of the development agreement.



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The City of Calabasas acknowledges its legal responsibility to recognize valid development agreements and permit development pursuant to those agreements during their terms. However, the City also recognizes that, given current market demands, build out of the projects covered by these development agreements might not occur during their terms. In formulating the Calabasas General Plan, the City carefully considered the land uses and intensities permitted under each pre-existing development agreement, and defined land uses and development intensities on the General Plan Land Use Map that reflect a compromise between the land use and intensity that is reflected in the development agreement, and the land use and intensity that the City would like to see as part of its vision if these properties were not subject to a development agreement.

POLICIES

- A.1. Emphasize retention of Calabasas' natural environmental setting, semi-rural character and scenic features, as a priority over the expansion of urban areas.
- A.2. Require that new commercial and employment-generating uses be compatible with the overall semi-rural and residential character of the community.
- A.3. Promote an assembly of distinct urban residential neighborhoods, rural communities, and rural residential areas which encompass a range of housing types that:
  - provide a refuge from the congestion of the adjacent metropolitan area;
  - are visually attractive and compatible in intensity, dwelling unit size, and structural design with the need to protect the surrounding natural environment; and
  - meet the needs and suit the small town and rural lifestyles of present and future residents.
- A.4. Promote a mix of retail and service commercial, office, and business park areas which:
  - meet the retail and service needs of Calabasas citizens;
  - contribute to a sound local economic base; and
  - are visually attractive and compatible in number, intensity, building scale, and architectural design with the community's natural environment and its small town and rural character.
- A.5. Promote a citywide open space system consisting of 3.0 acres per 1,000 population of active recreational land and 3,000 acres of protected natural open space whose location and size represents an extensive network of protected areas

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with a high degree of continuity and a systematic order of purposes, including resource conservation, recreation, and protection of public safety.

- A.6. Maintain an inventory of lands that is sufficient in size and location to support the conduct of needed public, quasi-public, and institutional activities in a manner that is compatible with Calabasas' natural environmental setting and the community's small town and rural character.
- A.7. Limit approval of new discretionary development projects subject to General Plan consistency findings to those which can be integrated into the community, providing for the protection of existing neighborhoods and desirable non-residential land uses, as well as that which represents the rational utilization of presently un-committed open space and undeveloped parcels within existing urban areas.

- A.8. Discretionary development projects subject to General Plan consistency findings, either new uses or expansions to existing uses, are permitted the basic development intensity of their site as indicated on the General Plan Land Use Map (see Table III-1) if the proposed project is consistent with general plan goals, objectives, approaches, and relevant policies and performance standards. Development intensities greater than the basic development intensity outlined in Table III-1 may be permitted, up to the maximum development intensity identified in Table III-1, **only if** the impacts of the proposed development are less than those identified in Table 3 of the General Plan Consistency Review Program, Maximum Acceptable Development Impacts.

*The identification of a maximum intensity on the General Plan Land Use Map does not imply that all parcels could be developed at their maximum intensity or that any specific parcel is entitled to the maximum intensity.*

- A.9. The following provisions shall apply to lands for which a valid development agreement exists that pre-dates adoption of the Calabasas General Plan
- The development agreement shall be the governing document regarding future development. The provisions of the Calabasas General Plan shall apply only to the extent that general plan provisions do not conflict with those of development agreement.
  - If the development agreement is amended during its term, any change in the overall intensity of development or revised land uses shall be consistent with the provisions of the General Plan.
  - If the term of the development agreement is extended, any development that occurs after the original expiration date shall be consistent with the provisions of the General Plan as of the adoption date of the amended development agreement.

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- In cases where State law requires a finding of consistency with the General Plan as a condition of approving an amendment to a development agreement, the provisions of that amendment shall be made consistent with the General Plan.

A.10. All development agreements adopted after the adoption of the Calabasas General Plan shall be consistent with the provisions of the General Plan.



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**B. GENERAL PLAN LAND USE DISTRICTS**

The following table outlines the various districts that are delineated on the Calabasas General Plan Land Use Map, which is provided in a pocket at the back of this document. Three levels of land use are designated. At the broadest level, urban land uses are distinguished from non-urban and open space uses. Thus, inherent in the Calabasas General Plan Land Use Map is an urban limit line within which urban infrastructure is to be contained.

At the second level, urban land uses are organized into Residential, Business, and Public Facilities land use types. Non-urban and open space uses include rural and open space use types. Each of these land use types is assigned a "Basic Land Use Intensity."

At the most detailed level, specific land uses are designated. For each land use, a description of appropriate uses is provided along with a definition of the allowable maximum intensity that may be permitted by the City if all performance standards contained in the General Plan Development Review Program are met. As discussed in Land Use Policy A.8, the assignment of a maximum development intensity to the land uses identified on the General Plan Land Use Map does *not* imply that all parcels could be developed at their maximum intensity or that any specific parcel is entitled to the maximum intensity. If a proposed project is consistent with general plan goals, objectives, approaches, policies, and performance standards, the basic development intensity identified in Table III-1 and on the Land Use Map may be exceeded up to but not beyond the maximum intensity.

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Table III-1  
General Plan Land Use Districts

URBAN LAND USES		
<p><b>URBAN-RESIDENTIAL.</b> For all Urban Residential uses, the basic development intensity is two dwelling units per acre, or one dwelling unit per lot, whichever is greater. Because of physical constraints and safety issues on certain properties, there will be parcels that cannot be built upon. The basic development intensity for an unbuildable lot can only be used on a density transfer basis.</p>		
<b>R-SF</b>	Residential-Single Family	<p>The Residential-Single Family Designation provides for single family detached housing units, including large lot estates and typical suburban tract developments, as well as small lot single family residences.</p> <p><i>Basic Land Use Intensity: 2 du/ac</i>  <i>Maximum Land Use Intensity: 6 du/ac; 12 du/ac for senior residential projects.</i>  <i>Anticipated Maximum Population Intensity: 16.8 persons per acre (2.8 persons per household x 6 du/ac)</i></p>
<b>R-MF</b>	Residential-Multiple Family	<p>The Residential-Multiple Family Designation provides for apartments, condominiums, townhomes, and duplexes.</p> <p>In areas where the R-MF category is found adjacent to important recreational resource areas and at special points of interest, uses which cater to the needs of visitors to the recreation areas of the Santa Monica Mountains may also be permitted, including lodges, resort facilities, country clubs, guest ranches, riding stables, and incidental commercial support uses. In these cases, the types and intensity of uses shall be subordinate to the character of the site's recreational setting.</p> <p><i>Basic Land Use Intensity: 2 du/ac, 0.2 FAR for visitor-serving uses</i>  <i>Maximum Land Use Intensity: 16 du/ac, 0.2 FAR for visitor-serving uses</i>  <i>Anticipated Maximum Population Intensity: 36.8 persons per acre (2.3 persons per household x 16 du/ac)</i></p>
<b>R-MH</b>	Residential-Mobilehome	<p>The Residential-Mobile Home Designation is intended to provide appropriately located areas within the study area for Mobilehome Parks.</p> <p><i>Basic Land Use Intensity: 2 du/ac</i>  <i>Maximum Land Use Intensity: 8 du/ac</i>  <i>Anticipated Maximum Population Intensity: 18.4 persons per acre (2.3 persons per household x 8 du/ac)</i></p>

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Table III-1  
General Plan Land Use Districts

URBAN-BUSINESS. For all business uses, the basic development intensity is a 0.2 Floor Area Ratio (FAR). <sup>1</sup>		
<b>B-LI</b>	Business-Limited Intensity	<p>Business-Limited Intensity Commercial areas provide low-intensity retail and commercial services on lands that would normally be appropriate for general retail and commercial service uses but that, because of their unique locations, need special attention in order to exist in a compatible manner adjacent to residential areas and sensitive environmental features. Within the Business-Limited Intensity Commercial designation, and subject to applicable General Plan policies and performance standards, appropriate land uses include limited retail and commercial services, restaurants, nurseries, and business and professional offices.</p> <p><i>Basic Land Use Intensity: Floor Area Ratio of <math>\leq 0.2</math>.</i> <i>Maximum Land Use Intensity: Floor Area Ratio of <math>\leq 0.6</math>.</i></p>
<b>B-R</b>	Business-Retail	<p>Business-Retail Designations are intended to provide appropriately located areas to be used for general shopping and commercial services. Within the Business-Retail designation, and subject to applicable general plan policies and performance standards, appropriate land uses include general retail, markets, commercial services, restaurants, automotive repair and service, hardware and home improvement, durable goods sales, commercial recreation and automotive sales. Business offices, such as real estate offices, providing direct services to consumers, may also be permitted within an overall retail setting.</p> <p><i>Basic Land Use Intensity: Floor Area Ratio of <math>\leq 0.2</math>.</i> <i>Maximum Land Use Intensity: Floor Area Ratio of <math>\leq 0.4</math>.</i></p>
<b>B-PO</b>	Business-Professional Office	<p>Business-Professional Office Designations are intended to provide appropriately located areas to be used for the office needs of the community. Within the Business-Professional Office designation, and subject to applicable general plan policies and Calabasas performance standards, land uses include business, professional, and medical offices, as well as ancillary service functions.</p> <p><i>Basic Land Use Intensity: Floor Area Ratio of <math>\leq 0.2</math>.</i> <i>Maximum Land Use Intensity: Floor Area Ratio of <math>\leq 0.5</math>.</i></p>
<b>B-BP</b>	Business Park	<p>Business Park designations are intended to provide appropriately located areas for the office and light industrial needs of the community. Within the Business Park designation, and subject to applicable general plan policies and performance standards, appropriate land uses include a broad range of office and light industrial. Business park uses should generate minimal truck traffic, and should provide employment opportunities and a net positive income stream to the City. As a result, warehousing and distribution is not appropriate as the primary use of properties within business park areas.</p> <p><i>Basic Land Use Intensity: Floor Area Ratio of <math>\leq 0.2</math>.</i> <i>Maximum Land Use Intensity: Floor Area Ratio of <math>\leq 0.6</math>.</i></p>



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**Table III-1  
General Plan Land Use Districts**

<b>B-OT</b>	<b>Old Town</b>	<p>The Old Town designation is intended to define the limits of Old Town Calabasas, as defined in the Old Town Master Plan. Within this area, a variety of office, retail, and commercial services are appropriate. All development within Old Town shall be designed to preserve and enhance the area's historic character.</p> <p><i>Basic Land Use Intensity: Floor Area Ratio of <math>\leq 0.2</math>.</i>  <i>Maximum Land Use Intensity: Floor Area Ratio of <math>\leq 1.0</math>.</i></p>
<b>URBAN-MIXED USE.</b> For all uses, the basic development intensity is a 0.2 Floor Area Ratio (FAR)		
<b>MU</b>	<b>Mixed Use</b>	<p>Mixed Use designations provide for innovative site design and creation of urban, pedestrian-oriented developments. Within this designation, and subject to applicable General Plan policies and performance standards, a broad range of office, retail, and commercial services, as well as high intensity residential uses, may be permitted within an integrated, multi-use setting. The density/intensity of residential dwelling units developed as part of a mixed use project shall be counted as part of the basic/maximum land use intensity within this land use category.</p> <p><i>Basic Land Use Intensity: Floor Area Ratio of <math>\leq 0.2</math>.</i>  <i>Maximum Land Use Intensity: Floor Area Ratio of <math>\leq 1.00</math>.</i></p>
<b>UH</b>	<b>Urban Hillside</b>	<p>Urban Hillside overlay designations provide for the application of innovative site design concepts to hillside development projects which had vested entitlements prior to adoption of this General Plan during the life of those vested entitlements. Designation of these project sites as Urban Hillside is intended to provide a degree of flexibility for project design, and encourage the developers of these projects to modify and improve their projects. Because it is recognized that previously vested projects within the Urban Hillside designation may not be fully consistent with the provisions of this General Plan, modifications to such projects may be found consistent with the General Plan if all of the following criteria are met:</p> <ul style="list-style-type: none"> <li>▶ the overall density/intensity of the modified project is no greater than that of the vested project;</li> <li>▶ the modified project will not result in any environmental impacts greater than those that would have resulted from the vested project;</li> <li>▶ the modified project achieves a substantially greater degree of consistency with the performance standards of the General Plan than the vested project.</li> </ul> <p>Pursuant to an annexation agreement with the City, this Urban Hillside designation may also be applied to areas within County territory which had County project approval prior to adoption of this General Plan.</p> <p>Should the vesting or County approval upon which the Urban Hillside designation is based lapse, then the Urban Hillside designation would have no force or effect, and the underlying land use designation would be the only land use designation for the site.</p> <p><i>Maximum Land Use Intensity: Floor Area Ratio or units per acre equivalent to the vested project.</i></p>

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Table III-1  
General Plan Land Use Districts

Public Facilities		
<p><b>Public Facilities.</b> The maximum allowable land use intensity for public facilities existing on the date of adoption of the General Plan shall be as they existed or as they were approved by the City (or Los Angeles County or California Coastal Commission as appropriate within unincorporated areas) as of the date of adoption of the General Plan. The maximum land use intensity of public facilities established subsequent to the adoption of the General Plan shall be determined on a case-by-case basis consistent with the provisions of Table VIII-3, Maximum Acceptable Development Impacts.</p>		
PF-I	Public Facilities-Institutional	<p>Institutional designations are intended to provide for a variety of public and quasi-public uses. Within the Institutional designation, and subject to applicable general plan policies and performance standards, appropriate land uses include a broad range of governmental, public, and quasi-public uses.</p> <p><i>Maximum Land Use Intensity: Same as above</i></p>
PF-R	Public Facilities-Recreational	<p>Recreational designations are intended to identify lands held by public agencies for the primary purpose of providing active and passive recreational opportunities.</p> <p><i>Maximum Land Use Intensity: Same as above</i></p>
NON URBAN LAND USES		
<p><b>Nonurban-Hillside.</b> The basic land use intensity for all Hillside uses is 1 du/40 ac, or one dwelling unit per existing lot, whichever is greater. Because of physical constraints and safety issues on certain properties, there will be parcels that cannot be built upon. The basic development intensity for an unbuildable lot can only be used on a density transfer basis.</p>		
HM	Hillside-Mountainous	<p>Maximum Land Use Intensity: 1 du/10 ac, or 1 du per existing buildable lot. Because of physical constraints and safety issues on certain properties, there will be parcels that cannot be built upon. The basic development intensity for an unbuildable lot can only be used on a density transfer basis.</p> <p><i>Anticipated Maximum Population Intensity: 0.28 persons per acre (2.8 persons per household x 1 du/10 ac)</i></p>
<p><b>Nonurban-Rural.</b> The basic land use intensity for all Rural uses is 1 du/10 ac. Because of physical constraints and safety issues on certain properties, there will be parcels that cannot be built upon. The basic development intensity for an unbuildable lot can only be used on a density transfer basis.</p>		
RR	Rural Residential	<p>The Rural Residential Designation provides for single family detached housing in a low intensity, rural setting.</p> <p>Maximum Land Use Intensity: 1 du/ac, or 1 du per existing buildable lot.</p> <p><i>Anticipated Maximum Population Intensity: 2.8 persons per acre (2.8 persons per household x 1 du/ac)</i></p>

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Table III-1  
General Plan Land Use Districts

<b>RC</b>	Rural Community	<p>The Rural Community Designation is intended to recognize existing rural development patterns where identifiable rural neighborhoods have emerged over time.</p> <p>Maximum Land Use Intensity: 2 du/ac per acre, or 1 du per existing buildable lot.</p> <p><i>Anticipated Maximum Population Intensity: 5.6 persons per acre (2.8 persons per household x 2 du/ac)</i></p>
<b>Nonurban-Open Space.</b> For all Open Space areas, the basic land use intensity is one dwelling unit per lot. <sup>2</sup>		
<b>OS-R</b>	Open Space-Recreational	<p>The Open Space-Recreational Lands designation is intended to be applied to those lands under public or private ownership whose primary purpose is the provision of active or passive recreation.</p> <p>Maximum Land Use Intensity: One dwelling unit per lot of record.</p>
<b>OS-RP</b>	Open Space-Resource Protection	<p>The Open Space-Resource Protection designation is intended to be applied to those lands whose primary purpose is the protection of public health and safety, preservation of sensitive environmental resources, or resource management.</p> <p>Maximum Land Use Intensity: 1 du/160 ac, or 1 du per buildable lot, whichever is greater.</p>

Source: City of Calabasas, 1994.

Notes:

- <sup>1</sup> Floor area ratio expresses the relationship between the size of a parcel and the amount of building area within that parcel. A floor area ratio of 0.2 means 20 square feet of building area for each 100 square feet of net lot area.
- <sup>2</sup> Lands that have been set aside for open space as environmental mitigation for a development project are presumed to have given up any development rights that may have existed.



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C. COMMUNITY CHARACTER

OBJECTIVES

Preserve and enhance a pleasant visual experience for residents and visitors to Calabasas, emphasizing prominent and distinctive vistas, view corridors, and natural features.

Define, translate into visually perceivable physical forms, and preserve those components of the community that contribute to Calabasas' character.

GENERAL PLAN APPROACH

Community character focuses on first defining the intangible sense of place and well-being that Calabasas residents have in their community, and defining the physical forms and environmental features that contribute to "community character." The primary community design concept of the Calabasas General Plan is that new development, other than infill development within existing urban areas, should be subordinate to the character of its natural setting. Calabasas recognizes that it is, and will continue to be a small, low profile, residentially oriented community, and intends to maintain its unique character as a small, friendly, family oriented community in a picturesque, natural setting dominated by oak studded hillsides.

It is important, however, in determining site design for individual development projects, that aesthetic considerations not be allowed to overshadow environmental preservation and mitigation considerations. Where these considerations are incompatible, preservation of significant biotic, cultural, and other environmental resources is a higher priority than aesthetic considerations.

***Ventura Freeway Corridor.*** For the vast majority of motorists, the view from the Ventura Freeway is the single most important element that will forge their image of Calabasas. The obvious positive aspects of the Freeway corridor viewshed are the views of the scenic terrain, open space, and some of the low-rise office developments and landscaping along the Freeway. Other visual aspects of the built environment, such as large commercial signs, billboards, and some of the bulky, out-of-scale development along the Freeway, combine to create a more negative visual image of the City. The General Plan designates the Ventura Freeway as a scenic corridor. As such, new development is required to protect the scenic resources of the corridor and to ensure compatibility with its surroundings.

***Small Lot Development.*** The recent trend toward the over-building of small lots with large houses that visually intrude into a neighborhood has resulted in the term "mansionization." Efforts to define this issue center not so much around "mansions" as around concerns for houses that are too large for their lots; houses that are out of scale with the neighborhood because of their large bulk, and which therefore change the character of the neighborhood; lack of setbacks and landscaping along street frontages; decreased availability of light, air, and privacy; view blockage; and excessive grading for large building pads.

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The General Plan seeks to reverse the trend toward overbuilding by requiring that new residential construction be compatible with the desired community character, and that the physical limitations presented by Calabasas' natural terrain be respected. The City recognizes that development of small lots, in itself, does not necessarily create negative impacts, *as long as certain key design concepts are incorporated in the design* to mitigate potential impacts.

**Antiquated Subdivisions.** Of particular concern are the antiquated "cabin lot" subdivisions within the Santa Monica Mountains. These subdivisions, created prior to adoption of the California Subdivision Map Act, were intended for small cabins, and were designed without regard to the area's steep topography or lack of services. As a result, many lots are narrow (some as narrow as 20 feet), have inadequate roadway access, and substandard on-site sewage disposal systems. As is the case for "standard" lots, there has been a clear trend toward over-building of cabin lots with houses that: are out of scale with the semi-rural character of the area's hillsides because of their large bulk; require excessive grading and destruction of native vegetation; have minimal setbacks and landscaping along street frontages; have limited availability of light, air, and privacy; and have significant view blockage.

Since it is recognized that each lot/site is different, and therefore requires a unique design exercise, the General Plan design guidelines will be implemented with some flexibility -- not all criteria will apply to each project/site. However, each site will be required to meet the spirit of the General Plan's small lot performance standards in demonstrable ways.

**Business Park Development.** Other than residential projects, the strongest potential for new development exists for business park and office projects. This being the case, it is important that the design of these projects strongly reflect the special character of Calabasas by maintaining its low-rise, semi-rural image.

POLICIES

C.1. Preserve those features which combine to create Calabasas' unique character, including:

- an impressive physical setting, dominated by rolling hills, oak woodlands, canyons, riparian areas, and wildlife;
- a sense of leaving the Los Angeles metropolitan area upon entering Calabasas due to the contrast between the intensity of the metropolitan area and the openness and scenic beauty of the community's natural environment;
- large areas of natural hillsides visible from the Ventura Freeway, and a community character as seen from the Freeway that is dominated by natural environmental features;

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- diverse topography with large areas unbroken by manmade slopes, and long-range vistas of open ridgelines and mountain slopes which define the extent of urban development;
- the historic identity and the western character of Old Town and an emphasis on Old Town as a community cultural center and gathering place;
- a low-rise character of the City's other commercial and office areas;
- a compact, well-defined urban area which is bounded by rural residential and natural open space;
- availability of nearby commercial facilities, services, and office uses in business districts which are physically separated from the City's residential neighborhoods;
- preservation of significant environmental features, and incorporation of open spaces into the fabric of new developments;
- a clean, uncluttered look along Calabasas Road;
- a lack of night lighting and existence of dark skies, enhancing the visibility of stars at night; and
- extensive opportunities for community involvement.

C.2. Promote the establishment and maintenance of the following additional features to enhance community character, including:

- provision of gathering, meeting, and recreational places;
- pedestrian-oriented uses within a mixed use context in and adjacent to Old Town;
- design of commercial facilities which facilitate, rather than hinder, pedestrian circulation *within* the facility, as well as between commercial facilities and adjacent residential neighborhoods;
- development designs which enhance a feeling of being safe without the need to gate individual neighborhoods;



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- traditional, rather than trendy or "franchise" architecture that complements rather than obliterates the natural character of Calabasas' setting;
  - distinctive buildings that contribute to, rather than detract from Calabasas's semi-rural character;
  - hillside residential development designs which feature natural, rather than manmade forms, and which emphasize the use of custom foundations in place of slab construction;
  - size of houses and flat pad areas in hillside settings to those which are consistent with character of the natural setting; and
  - community entry statements and landscaping that accurately portray community character.
- C.3. In addition to the mass and scale of the structure, maintain the total square footage of structures at a size that maintains the area's open character, and is compatible with the open space characteristics of the surrounding hillsides. Within antiquated subdivisions, maintain the mass, scale, and total square footage of structures at a size which is compatible with the size of the parcel upon which the structure is placed so as to avoid a crowded appearance in the built environment.
- C.4. Pursue establishment of a "downtown" district for Calabasas Road east of Parkway Calabasas emphasizing a pedestrian-oriented mix of retail and office uses as well as pedestrian connections to adjacent residential areas.
- C.5. Require that new developments establish an architectural and siting design theme which is compatible with surrounding existing and planned developments, and include the following:
- a relationship to prominent design features existing in the immediate area (i.e. trees, landforms, historic landmarks);
  - a relationship to existing structures; and
  - the natural environment (i.e., hillsides, washes, native vegetation, community landscaping).
- C.6. Require that new developments create pleasing transitions to surrounding development, for example:

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- the bulk of new structures should relate to the area's environment's and to the adjacent development;
  - setbacks<sup>2</sup> from streets and adjacent properties should relate to the scale of the structure and the function of the street and shall be to encourage pedestrian scale and uses; and
  - multi-story structures should be made less imposing by physically stepping them back from street level.
- C.7. Require that new developments respect the identified views and view corridors of existing developments to the greatest extent possible.
- Where applicable, view corridors which are oriented toward existing or proposed community amenities, such as parks, open space, or natural features should be enhanced.
  - Subtle variations in architectural and landscape components which provide visual interest, but do not create abrupt changes or cause discord in the overall character of the neighborhood are encouraged.
  - Appropriate transitions between different projects and urban and rural land use transitions, are to be provided, including the provision of buffer areas, landscaping and other similar treatments (e.g., hedges, walls, fences, berms, or landscaped open space).
- C.8. Ensure that new developments and uses are of such a scale that they will not diminish the reasonable enjoyment of adjacent properties. Adequate setbacks and buffer areas are to be provided. In addition, appropriate restrictions may be placed on operations to ensure that adjacent uses operate in a compatible manner.
- C.9. Encourage the clustering of development as a means of preserving significant environmental features. Clustered development shall meet the following criteria:
- the clustering of development shall occur pursuant to a specific plan, planned development, or equivalent mechanism;

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<sup>2</sup> Within Old Town, zero setbacks from properties lines and street rights-of-way are appropriate.

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- the overall density of the project area shall not exceed the maximum specified in Table III-1, calculated as if there were no clustering;
- the resulting project will not require a greater level of public services and facilities than would have an equivalent non-clustered project;
- the result of clustering development shall yield a more desirable and environmentally sensitive development plan, create usable open space areas for the enjoyment of project residents, and preserve significant environmental features; and
- the net intensity of the developed area which results from clustering is compatible with the surrounding environment.



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***GUIDELINES FOR CLUSTERED DEVELOPMENT***

The following guidelines are a framework for a new set of subdivision and site development regulations for most of the land available for development within the General Plan study area.

**AVOID:**

- ▶ disturbing areas within or adjacent to floodplains, stream buffer areas, wetlands, oak woodlands, habitat linkages, or other sensitive biological features;
- ▶ developing on steep slopes, hilltops, and ridges where development will be highly visible;
- ▶ placing numerous houses with access drives along collector and arterial roads;
- ▶ backing houses directly or visibly onto collector and arterial roads; and
- ▶ destroying existing tree stands, especially along rights-of-way.

**REQUIRE:**

- ▶ the resulting development after clustering to be consistent with the development's natural setting and the adjacent residential neighborhoods, if any;
- ▶ substantial buffering and screening for development near all public rights-of-way;
- ▶ preservation or enhancement of existing wooded areas and sensitive environmental areas;
- ▶ homeowner-managed recreation areas and common spaces within larger clusters;
- ▶ covenants and/or easements to permanently protect the undeveloped open space areas that remain after clustering is accomplished; and
- ▶ appropriate sites for community facilities.

**PERMIT/ENCOURAGE:**

- ▶ refinement of road and street design to better protect existing topography and landscape features such as streams and drainage patterns (measures include narrower road sections, steeper grades, reduced curve radii, no curbs, etc.);
- ▶ private courts and lanes instead of flag lots;

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- C.10. Pursue the elimination of billboards along the Ventura Freeway and the reduction of sign clutter within non-residential areas.
- C.11. Ensure that new development along the Ventura Freeway is respectful of its freeway adjacent location, and does not attempt to visually dominate its surroundings.
- C.12. Ensure that new development is aesthetically compatible with the area's natural environment, and that it contributes to a positive image for the City.
- C.13. Ensure that new development is aesthetically pleasing, and that it contributes to a positive image for the City.
- C.14. Minimize the impact of new residential development projects (including construction of individual dwelling and home additions) in neighborhoods comprised of small "cabin" lots by limiting the size and controlling the design and bulk of new structures and additions to that which can be accommodated on the lot in a manner which is consistent with the area's semi-rural character, preserves natural resources and the scenic beauty of the area's hillsides, can be adequately served with public services and facilities, and is consistent with the environmental protection provisions of the General Plan. In addition, new developments within "cabin lot" subdivisions shall be provided with adequate and safe access, including access for emergency vehicles.
- C.15. Maintain the small scale, semi-rural character of existing neighborhoods.
- C.16. Limit the intensity of new business/office park development to that which is consistent with Calabasas' special character and its semi-rural image.
- C.17. Ensure that new development projects become assets to the community by their direct contribution to the enhancement of Calabasas' visual environment.





## **IV. HOUSING IMPROVEMENT PROGRAM**



AGENDA FOR THE 21ST CENTURY

IV. HOUSING IMPROVEMENT PROGRAM

A. INTRODUCTION

The availability of safe and adequate housing for families and individuals of all economic situations has become, in recent years, a critical public concern within the context of rising costs and increasing competition for environmental, physical, and financial resources.

In response to this concern, the State of California amended the Government Code in 1980 to require each local community to include in its Housing Element a specific analysis of its housing needs and a realistic set of programs designed to meet those needs. The requirements of the law are prefaced by several statements of State policy,<sup>1</sup> among which are the following.

- "... The availability of housing is of vital State-wide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order."
- "... Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community."
- "... The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the General Plan and to cooperate with other local governments and the State in addressing regional housing needs."

The law requires each city and county to identify and analyze the current and projected housing needs of all economic segments of the community; to evaluate current and potential constraints to meeting those needs, constraints due both to operations of the marketplace and to operations of governments; to assess the availability of land suitable for residential use and opportunities for energy conservation in residential development. These efforts were undertaken as part of the preparation of the General Plan Community Profile, and are summarized here.

In addition, based on the previously described assessment of housing needs, cities and counties are required to set forth goals, objectives, policies, and programs that are responsive to the identified housing needs, governmental and non-governmental constraints, and identified housing opportunities. This section of the General Plan policy document presents a five-year schedule of actions the community will undertake to achieve its housing goals and objectives.

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<sup>1</sup> Section 65580, State of California Government Code.

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State law recognizes that housing needs may far exceed available resources, a critical recognition in this day of uncertain public fiscal resources and a depressed private sector investment climate. As a result, quantified objectives need not be identical to the identified existing housing needs.

In addition to the above, as of January, 1992, cities and counties are required to analyze units within their jurisdictions that will be discontinuing or are in jeopardy of losing programs that assist in the provision of low income housing. According to the California Department of Housing and Community Development (HCD), this analysis includes:

- an inventory of units at risk of losing use restrictions;
- a cost analysis of preserving at-risk units versus replacing them;
- documentation of nonprofit agencies capable of acquiring and managing at-risk projects;
- identification of potential preservation financing resources;
- quantification of the number of at-risk projects/units to be preserved; and
- identification of proposed efforts to preserve units at risk of losing use restrictions.

The Calabasas General Plan Housing Improvement Program is a comprehensive statement of the City's housing policies and a specific program of actions to be taken to implement these policies. It examines Calabasas' housing needs as they exist today; projects future housing needs; and sets forth statements of community goals, objectives, and policies concerning those needs. The housing programs contained in this portion of the General Plan respond to current and future needs, and were formulated within the context of available resources and a thorough understanding of realistic opportunities and constraints on housing production within the General Plan study area.

The identification and assessment of Calabasas' current and future housing needs are a part of the larger City of Calabasas General Plan program. The City's Housing Improvement Program and the detailed analysis supporting that program have been integrated into the larger, communitywide General Plan effort. This comprehensive effort, along with efforts to solicit input from all socioeconomic sectors of the community, is described in the Introduction to this document.

Calabasas' Housing Improvement Program was formulated during a period of time in which State requirements for local housing policy were in a state of flux. The State budget crisis has created a situation that effectively requires Calabasas to provide a "fair share" of regional housing needs without the assistance of the Regional Housing Needs Assessment that would have been provided by the Southern California Association of Governments. The City of Calabasas responded by working with HCD to determine the local share of the regional housing need.



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**B. HOUSING NEEDS (GOVERNMENT CODE SECTION 65583(a))**

Table IV-1 summarizes information contained in the "Population" and Housing" sections of the Community Development and Design chapter of the *Calabasas General Plan: Community Profile*.

In addition to the information provided in the Community Profile, an analysis of future housing needs was undertaken. This analysis is summarized in Table IV-1, and is detailed in Table IV-2. Information regarding the methodology used to determine projected housing need is provided in the notes to Table IV-2, which are found on Page IV-6. Based on the analysis of projected housing needs over the next five years (1994-1999), an increase of 259 households was projected. Due to the City's high vacancy rate, only 59 new dwelling units need to be constructed over this period of time to accommodate the projected increase. The remaining 200 new households are anticipated to move into currently vacant units, reducing the City's vacancy rate from an estimated 9.23 percent in 1994 to 5.0 percent in 1999. A vacancy rate of between 4.0 and 6.0 percent is considered to be a healthy rate. Higher vacancy rates, such as those which currently exist within Calabasas, are a sign that housing availability is greater than demand.

**AFFORDABLE UNITS "AT RISK"**

State housing law requires cities and counties to identify, analyze, and propose programs to preserve the affordability of housing units that are currently restricted to low and moderate income housing use, and that are at risk of losing their restrictions and being converted to market rates. This is required because, over the last few years, restrictions placed on subsidized housing projects have begun to expire. As part of numerous subsidy programs, limits were placed on the length of time that subsidized units must be kept affordable to the low and moderate income households for whom the housing subsidies were intended. The potential result of termination of these restrictions is that cities and counties could find that their efforts to create new housing that is affordable to low and moderate income households is undermined by a shrinking of the existing affordable housing supply.

The following identifies the low and moderate income housing units in the City of Calabasas that are at risk of converting to market rate units. This inventory includes all multifamily rental units assisted under federal, State, and/or local programs, including HUD programs, State and local bond programs, redevelopment programs, and local in lieu fees, inclusionary, density bonus, or direct assistance programs. The inventory covers all units that are eligible to change to non-low income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions.

There are no housing units in Calabasas that are at risk of converting from low income housing through loss or termination of State or federal subsidies or restrictions. There are, however, two residential projects in the City of Calabasas that participated in the County's Multifamily Mortgage Revenue Bond Program (see Table IV-3). A total of 260 dwelling units in Calabasas were restricted to very low and low income households through this program. In addition, 14 for sale dwelling units in the Malibu Creek Condominiums project were restricted for sale to low and moderate income households as a result of a density bonus granted by Los Angeles County prior to incorporation of the City of Calabasas.

# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table IV-1  
Housing Needs (1990)

		Owner	Renter	Total	Community Profile Pg. #
<b>A.</b>	<b>Existing households and housing units</b>				
1.	Households	5,825	1,244	7,069	II-4
2.	Housing units			7,857	II-4
<b>B.</b>	<b>Households overpaying for housing</b>				
1.	Total number	2,832	668	3,500	II-13
2.	% Lower income ( $\leq$ 80% of County median income)	40.9	53.7	49.5	II-13
<b>B.</b>	<b>Special housing needs groups by household</b>				
1.	Handicapped			426	II-21
2.	Elderly			375	II-20
3.	Large households (5 +)	492	52	544	II-19
4.	Farmworkers			85	II-22
5.	Female-headed families			397	II-19
6.	Homeless			10	II-22
<b>C.</b>	<b>Number of overcrowded households</b>			166	II-19
<b>D.</b>	<b>Number of housing units needing rehabilitation</b>			15	II-10
<b>E.</b>	<b>Number of housing units needing replacement</b>			0	II-10
<b>F.</b>	<b>Five-year projected new construction needs by income category (from Table IV-2)</b>				
	Very Low (0-50% of County median income)			34	
	Low (50%-80%)			23	
	Moderate (80-120%)			2	
	Above Moderate (over 120%)			0	
<b>Total Units (Five-Year Need)</b>				<b>59</b>	

Source: LSA, 1994.

September 6, 1995

# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table IV-2  
Projected Housing Needs by Income Group [1]  
1994-1999

		Total	Very Low (0%-50%)	Low (50%-80%)	Moderate (80%-120%)	Upper (Over 120%)
1.	1994 Households [2]	7,702	685	508	987	5,522
2.	1999 Households [3]	7,961	709	525	1,019	5,708
3.	Five year growth in households, 1990 local income distribution [3]	259	24 8.9%	17 6.6%	32 12.8%	186 71.7%
4.	Five year growth in households, 1990 regional income distribution [4]	259	63 24.2%	41 16.0%	49 19.0%	106 40.8%
5.	Avoidance of impaction (100% effort) [Subtract 3 from Line 4]		39	24	17	(80)
6.	Multiply Line 5 by 25% (adopted policy guideline for reasonable effort to avoid impaction)		10	6	4	(20)
7.	Revised five year housing growth, including impaction avoidance factor [Line 3 + Line 6]	259	34	23	36	166
9.	1999 Market Vacancy Goal (5%) [5]	419				
10.	1994 Market Vacancies [6]	689				
11.	Vacancy Surplus [7]	270				
12.	Vacancy Adjustment [8]	270			34	236
13.	Demolition Adjustment	0				
14.	Future New Housing Construction Needs, 1994-1999 [Subtract Line 11 from Line 7]		34	23	2	0
15.	Total Future Housing Construction Needs [From Line 14]	59				

Source: LSA, 1994.

## AGENDA FOR THE 21ST CENTURY

## Notes to Table IV-2, Projected Housing Needs

- [1] Income groups were defined based on the Los Angeles County median household income. This is reported in the 1990 Census as \$34,965 in 1989. Projecting median income forward to 1994 based on the Consumer Price Index yields a median income of \$40,684. Income groups are, therefore, as defined below.

	1989	1994	Representative Occupations (1994)
Los Angeles County Median Income	\$34,965	\$40,684	
Very Low Income (<50% of County Median Income)	Under \$17,483	Under \$20,342	Bank teller, electronics assembler, switch-board operator
Low Income (50%-80% of County Median Income)	\$17,483 - \$27,972	\$20,342 - \$32,547	Computer operator, lab technician, secondary teacher
Moderate (Average) Income (80%-120% of County Median Income)	\$27,972 - \$41,958	\$32,547 - \$48,821	Biologist, chemist, electrical engineer, systems analyst
Above Moderate (Average) Income (> 120% of County Median Income)	Above \$41,958	Above \$48,821	Engineering manager, manufacturing manager, physicist

- [2] Based on City estimated population and dwelling unit count from the 1990 Census, and 1990-1994 growth based on building permit data.
- [3] Year 1999 households and household growth are based on the City's estimated 1994 household count and an estimated capture of 90 percent of the growth projected by the Southern California Association of Governments (SCAG) for the census tracts within which the City of Calabasas is located. Thus, Calabasas assumes that 10 percent of the projected growth within these census tracts will occur in surrounding unincorporated areas. The breakdown of future households and household growth by income category is based on the proportion of these income groups existing in the City of Calabasas in 1990.
- [4] This represents the projected five year growth of households (259) as it would occur if distributed among income groups in the proportion of these income groups existing in the Los Angeles County in 1990.
- [5] Represents the maximum desirable vacancy factor to provide adequate housing choice.
- [6] Represents the current number of vacant dwelling units as reported by the California Department of Finance.
- [7] Represents excess vacancies above the maximum ideal vacancy rate.
- [8] The vacancy adjustment factor is intended to represent the fact that a portion of the projected growth in households can be accommodated in existing vacant units without impacting future housing choice. Vacant single family dwellings were assumed to be available only for above moderate income households. Vacant multiple family dwellings were assumed to be available only for moderate income households in proportion to their current occupancy of multiple family dwellings within Calabasas.



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**Table IV-3**  
**Assisted Housing "At Risk" of Conversion in Calabasas**

Project Name	Location	Type of Assistance	Length of Affordability Controls	Earliest Potential Conversion Date	Number of Units	Number of Affordable Units
Lincoln Malibu Meadows Apartments	3831 N. Orchid Lane	Multifamily Revenue Bond Program	10 years	1998	600	120
Malibu Canyon Apartments	5758 N. Las Virgenes Road	Multifamily Revenue Bond Program	10 years	July 1997	700	140

Source: County of Los Angeles Housing Authority, 1993.

**Analysis of Conversion Potential and New Construction Costs:  
Lincoln Malibu Meadows Apartments and Malibu Canyon Apartments**

The likelihood that the owners of the Lincoln Malibu Apartments and the Malibu Canyon Apartments will convert their buildings to non-low income housing uses will depend primarily upon the economic benefits/consequences of continuing to rent to low income tenants versus the economic benefits/consequences of converting the building to market rate housing. To date, there has been no indication that either owner will, in fact, convert affordable units to market rate housing when affordability controls terminate in 1997-1998.

To ensure that these housing units remain affordable, the County is rewriting their funding procedures to require owners to provide additional affordable units in exchange for lower interest rates and refinancing. It is likely that developers will continue participating in the County's housing program because the current economy limits other refinancing options

Replacement Cost Analysis

In order to preserve the affordability of rental units within the Lincoln Malibu Meadows Apartments and the Malibu Canyon Apartments, a subsidy could be provided to make up the difference between affordable rents and market rents. Table IV-4 outlines the monthly cost differential between "affordable" and market rate rents in the Lincoln Malibu Meadows Apartments and Malibu Canyon Apartments projects.

As identified in Table IV-4, the monthly cost of a direct subsidy to preserve the affordability of the 260 at-risk dwelling units would be \$43,240. This translates into a \$3,414,720 cost over the balance of the ten year analysis period through July 1, 2004, assuming that all units are converted to market rate at the earliest possible date. It is not likely that such a cost could be borne as part of the Calabasas' housing programs while meeting other housing objectives.

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**Table IV-4  
Analysis of Rental Subsidies Required to  
Preserve the Affordability of Restricted Dwelling Units in the  
Lincoln Malibu Meadows Apartments and Malibu Canyon Apartments Projects**

	<b>Average "Affordable" Rent</b>	<b>Market Rate Rent</b>	<b>Difference</b>	<b>Number of Restricted Units</b>	<b>Total Subsidy</b>
<b>Lincoln Malibu Meadows Apartments</b>					
1 Bedroom	\$773.00	\$870.00	\$97.00	60	\$5,820
2 Bedrooms	\$870.00	\$1,075.00	\$205.00	60	\$12,300
Subtotal				120	\$18,120
<b>Malibu Canyon Apartments</b>					
1 Bedroom	\$652.50	\$770.00	\$117.50	40	\$4,700
2 Bedrooms	\$739.50	\$932.50	\$193.00	90	\$17,370
3 Bedrooms	\$870.00	\$1,175.00	\$305.00	10	\$3,050
Subtotal				140	\$25,120
<b>Total</b>				<b>260</b>	<b>\$43,240</b>

Source: Lincoln Malibu Meadows and Malibu Canyon Apartments, Los Angeles County Housing Authority

A second potential means of preserving housing affordability would be to either construct 260 new affordable dwellings or to assist a non-profit housing corporation to purchase 260 multifamily dwellings for rent by low and moderate income households. Land and construction costs include the costs of raw land, site improvements, and all costs associated with obtaining government approvals. Based on discussion with local builders, the cost of building and construction for apartments in Calabasas is approximately \$88.95 per square foot (improved). Tables IV-5 and IV-6 identify costs for replacing at-risk rental units with new construction.

**Table IV-5  
New Construction Cost Estimates**

<b>Unit Size</b>	<b>Average Square Footage</b>	<b>Per Foot Cost</b>	<b>Per Unit Cost</b>
1 bedroom	750	\$88.95	\$66,712.50
2 bedroom	900	\$88.95	\$80,055.00
3 bedroom	950	\$88.95	\$84,502.50
3 bedroom	1,065	\$88.95	\$94,731.75

Source: Planning Network, 1993

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**Table IV-6**  
**Estimated Total Cost to Replace Units at Risk**

Type of Unit	Replacement Cost
(100) 1 bedroom units	\$6,671,250
(150) 2 bedroom units	\$12,008,250
(10) 3 bedroom units	\$896,171
Total Replacement Cost	\$19,575,671
Average Cost Per Unit	\$75,291

Source: Planning Network

It would be difficult, if not impossible, to either construct a new affordable project of 260 dwelling units or to assist a non-profit corporation to acquire 260 units for the following reasons:

- Financing for both options would be based on the ability of the owner to receive market rate rents to finance market rate construction or purchase. Continuing the affordable rents would require a subsidy of the construction or purchase beyond the costs normally associated with purchase or construction.
- There is an extremely limited amount of land available within the City of Calabasas, or which could be annexed into the City, that is physically conducive to the development of multifamily housing. As identified in Tables IV-8 and IV-9, there is no surplus land that could be used to develop new multifamily housing to replace existing at-risk units, and still allow the City to meet its new construction needs for very low, low, and moderate income households over the next five years.

A third option for preserving the affordability of at-risk units would be to seek State or federal funds to purchase, subsidize, or recapitalize the project. A final option would be a refunding of the multifamily bond at a lower interest rate, with cost savings used to reduce rents and continue the affordability for another 30 years. If State or federal funds are not available, this alternative appears to be the most cost effective means to continue the affordability of at-risk units; however, this concept is based on the legal authority to provide for a bond refunding. If prohibited within the bond documents, this option would not be feasible.



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**Analysis of Conversion Potential and New Construction Costs:  
Malibu Creek Condominiums**

Although not required by State law, the City of Calabasas has analyzed the potential for conversion of subsidized for sale dwelling units to market rate housing. Currently, there is one subsidized, for sale housing project, Malibu Creek Condominiums, which could be converted to market rate housing over the next ten years.

The Malibu Creek Condominiums contain 42 condominium units, 14 of which will be rented or sold to qualified low and moderate income households. If the developer cannot sell or rent the affordable units in one year following a good faith effort, the developer may offer the affordable units for sale to the general public, provided that if the price paid to the developer for an affordable unit exceeds the calculated low and moderate income purchase price, the excess monies will be transferred to the City of Calabasas and used to provide affordable housing to low and moderate income households.

In the event that the affordable unit is resold by the low and moderate income buyers during the initial first year, the purchase price shall not exceed the sum of the purchase price, plus the actual cost of capital improvements, and costs associated with the sale. Any additional monies will be forwarded to the City of Calabasas and used to provide affordable housing to low and moderate income households.

After the expiration of the first year sales period, affordable units may be offered for resale to the general public by a purchaser and sold without regard to any price restrictions, provided that if such a unit is resold at a price in excess of the original low and moderate income price calculated, the City of Calabasas will receive 1/20 of the difference times the number of complete calendar years having passed from the date of recordation (see Table IV-7). The affordable units shall be subject to this covenant for a period of 20 years from the date of recordation.

Potential for Conversion to Market Rate Housing

The developer of the Malibu Creek Condominiums has reported significant difficulty in selling the restricted units to qualified low to moderate income households. First, the project developer has reported extreme reluctance on the part of buyers to purchase a unit with 20 year restrictions on its resale price. In addition, even though interest rates are low, lending institutions are using more stringent loan-to-income ratio requirements to qualify potential buyers than were utilized in the original formulas that were used to calculate "affordable" sales prices. Thus, even though many potential buyers have qualified as "low" and "moderate income households," and even though the sales price of restricted units is within the range that was established by the County, the developer reports that many of these potential buyers have failed to qualify for bank loans. The City of Calabasas is currently working with the developer to find avenues to qualify potential moderate income buyers for home loans.



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**Table IV-7**  
**Sample Calculation for Malibu Creek Affordable**  
**Condominium Resold Prior to the Conclusion of**  
**the 20-Year Restriction**

1.	Price paid by selling owner	\$136,200
2.	Cost of Capital Improvements	\$5,000
3.	Cost of sale to selling owner	\$5,000
4.	Subtotal	\$146,200
5.	Actual sales price	\$165,000
6.	Difference between lines 4 & 5	\$18,800
7.	Amount of difference that is retained by selling owner if sale is in the 4th year (4/20 x line 6)	\$3,760
8.	Total to selling owner (line 4 + line 7)	\$149,960
9.	Payment to the City of Calabasas for use in affordable housing programs (line 5 minus line 8)	\$15,040

Source: City of Calabasas, 1993

It is the City's intent, if the developer cannot sell affordable units to qualified low and moderate income households, or if excess funds are generated in a resale as identified in Table IV-7, to use the funds for other housing affordability programs. The priority for these funds will be to assist in retaining the affordability of the City's two at-risk rental housing projects, creating new affordable housing, and housing rehabilitation.

### **Resources for Preserving the Affordability of At-Risk Housing Units**

Several public and private non-profit agencies have expressed interest in purchasing and/or managing low income rental housing projects in Los Angeles County. These include the Salvation Army, HomeAid, Southern California Presbyterian Homes, and the Legal Aid Foundation of Los Angeles. In addition, the City could potentially use CDBG funds or funds gained from the market-rate sale or resale of affordable units at the Malibu Creek Condominiums project. It should be noted that there are not enough funds available to implement all housing programs or to retain all of the 260 restricted units as affordable to low and moderate income households.

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OPPORTUNITIES FOR THE CREATION OF NEW HOUSING: LAND INVENTORY  
(SECTIONS 65583, 65583[A])

State law requires that Housing Elements include an inventory of land that is suitable for residential development. The purpose of this inventory is to compare the jurisdiction's total residential holding capacity with the locality's projected construction needs during the time frame of the Housing Program (1994-1999) to determine whether sufficient sites are available to meet the community's identified housing needs. If sufficient land is not available to meet identified housing needs, the community can then determine what types of additional actions are needed to accommodate its need for new housing. Table IV-8 provides a summary of the available sites for housing within the City of Calabasas.

**Potential Sites for Future Housing Needs.**

As shown in Table IV-8, land is available to add approximately 2,440 dwelling units (1,821 single family, 519 multifamily, and 100 infill units) to the City of Calabasas' housing inventory through General Plan build out. All of this land is available for housing development during the housing program period (1994-1999). Approximately 1,262.7 acres of uncommitted open space land within the City of Calabasas are designated for single family (R-SF), rural residential (RR), hillside mountainous (HM), and rural community (RC) uses. Approximately 76.7 acres are designated for multifamily (R-MF) or mixed use (MU).

As noted in Table IV-8, there are currently 1,221 units of approved single family residential development, and an additional 151 units of approved multifamily development. Within the mixed use land use designation, there is a potential to incorporate up to 110 residential dwellings within a mixed use context in the approved Calabasas Park Centre office/retail complex. In addition, small-scale apartment projects could be accommodated within the City's office and commercial land use designations. These small-scale projects could yield up to an additional 50 dwelling units within the 560 acres of land designated for business use.<sup>2</sup> Within the existing City limits, construction of second units on existing single family lots could also yield up to 40 additional dwelling units.<sup>3</sup>

**Residential Development Potential Compared to Regional Housing Needs**

As previously indicated in Table IV-2 (Projected Housing Needs By Income Group), the identified future housing need for Calabasas consists of 58 new dwelling units to be developed during the next five-year period (1994 to 1999). As shown in Table IV-8, an estimated 2,440 housing units could be constructed, meeting the projected regional

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<sup>2</sup> The most likely sites for incorporation of multifamily development into lands designated for business uses include Old Town, within which there exists a 0.98 acre site suitable for senior housing, the southerly half of the Lost Hills Business Park adjacent to existing residential uses, and the Calabasas Commerce Center along Mureau Road east of Las Virgenes Road.

<sup>3</sup> The 50 second dwelling units is based on 0.5 percent of the existing and presently approved housing stock.

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Table IV-8  
City of Calabasas  
Inventory of Lands Available for the Development of Housing

Project/Land Use Designation	Uncommitted Open Space Acreage	Units Per Acre	Total Units
<b>Single Family Dwellings</b>			
Residential Single Family (R-SF)	94.3	3.0	283
Rural Residential (RR)	294.0	0.5	147
Hillside Mountainous (HM)	782.9	0.1	78
Rural Community (RC)	91.5	1.0	92
Existing Development Approvals			1,221
Subtotal			1,821
<b>Multifamily</b>			
Residential Multifamily (R-MF)	21.5	16.0	344
Mixed Use (MU)	55.16	NA	110
Existing Development Approvals			151
Subtotal			605
<b>Potential Infill Development</b>			
R-SF (second units)	NA <sup>1</sup>	NA <sup>4</sup>	50
B-R, B-OP (mixed use w/in commercial areas)	NA <sup>1</sup>	NA <sup>4</sup>	50
Subtotal			100
<b>Total</b>			<b>2,526</b>

Source: LSA, 1994

<sup>1</sup> Housing would be developed within existing developed areas.

housing needs in Calabasas for the next five years. Table IV-9 provides a summary of how the City can meet its housing needs.

As shown in Table IV-9, the build out potential of the existing approved development and uncommitted open space lands is 2,440 housing units. This significantly exceeds City's projected need of 59 new housing units over the next five-year period.

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Table IV-9  
Lands Available to  
Meet Calabasas Housing Needs  
by Income Groups (1994-1999)

Proposed Project/Land Use Designation	Total Units	Very Low (0-50%)	Low (50%-80%)	Moderate (80%-120%)	Upper (over 120%)
<b>Single Family</b>					
R-SF	283	0	0	0	283
RR	147	0	0	0	147
HM	78	0	0	0	78
Rural Community	92	0	0	0	92
Existing Development Approvals	1,221	0	0	0	1,221
Subtotal	1,821	0	0	0	1,821
<b>Multifamily (Condominiums, Townhouses, Apartments)</b>					
R-MF	258 <sup>4</sup>	29	77	78	0
Mixed Use	110 <sup>5</sup>	0	0	110	0
Existing Development Approvals	151	49	131	45	0
Subtotal	519	78	208	233	0
<b>Infill Development</b>					
R-SF (Second Units)	50	10	30	10	0
B-R, B-OP	50	10	30	10	0
Subtotal	100	20	60	20	0
<b>Total</b>	<b>2,440</b>	<b>98</b>	<b>268</b>	<b>253</b>	<b>1,821</b>
New Housing Unit Development Needs (Table IV-2)	59	34	23	2	0

Source: LSA, 1994.



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Upper income housing units will be constructed as part of the approved Calabasas Park West project. These projects propose construction of a total of 1,221 upper income, single family units. In addition, there are over 4,000 vacant acres of land on which an additional 600 upper income, single family units could be constructed in the future. As noted in Table IV-2, because of the current high vacancy rate in upper income single family dwellings, projected increases in upper income households through 1999 can be accommodated without constructing new dwelling units.

To meet the Moderate, Low, and Very Low Income housing needs in the City of Calabasas, 21.5 acres of uncommitted open space land could be developed, with 286 Low and Very Low income housing units as shown in Table IV-9. Moderate Income housing needs can be met with 110 townhouse units that could be constructed in a mixed use context within the Calabasas Park Centre project, as well as in existing multifamily residential approvals and future developments.

As discussed above, Calabasas has sufficient land for the production of new housing to meet identified needs. However, because of the cost of land in Calabasas and the rugged nature of its topography, providing for high density development will not be sufficient in and of itself to result in housing that is affordable to very, low, low, or possibly even moderate income households. Thus, in order to ensure that housing that is affordable to all income groups is available in sufficient numbers, the City of Calabasas will pursue the specific programs identified in the General Plan Housing Element.

**CONSTRAINTS ON THE PRODUCTION OF HOUSING (SECTION 65583(A))**

In planning for the development, maintenance and improvement of housing, constraints to housing development must be assessed. Many of these constraints cannot be mitigated by local government, particularly those related to the condition of the national and State economies, but others can be minimized in order to facilitate the provision of housing that is required to meet identified needs.

When analyzing constraints on the production of housing, it is important to distinguish between (1) unreasonable and excessive constraints, and (2) other, sometimes conflicting, mandates placed by the State and federal governments on local municipalities; the realities of municipal finance; legitimate requirements needed to protect public health and safety; and required environmental impact mitigation. The City of Calabasas, while recognizing its mandate to facilitate the production of housing to meet the needs of all economic segments of the community, is also concerned about the quality of the living environment that is created, the integrity of the natural environment it is charged with protecting, and the impacts that new housing will have on the area's roadway and infrastructure systems.

**Governmental Constraints**

State Housing Element Guidelines require that cities and counties address public actions that might constrain the maintenance, improvement, or development of housing. As identified in the *Calabasas General Plan: Community Profile*, the major constraints imposed by governmental agencies include decreasing federal and State commitments to funding

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housing programs; conflicting local responsibilities; development standards; and land use controls, fees, and processing time. These constraints are described starting on page II-25 of the *Calabasas General Plan: Community Profile*, and are summarized below.

Federal and State Commitments

Given the budgetary problems being faced by both the federal and State governments, there has been a clear trend to reduce funding of housing programs. This trend is unlikely to be reversed in the near to mid-term future.

Conflicting Responsibilities of Local Government

The mandate that local government facilitate the provision of housing for all economic segments of the community is but one of many, often conflicting, responsibilities. Included among these responsibilities are preservation of the natural environment and significant environmental features, protection of existing residential neighborhoods and rural areas, ensuring land use compatibility, and prudent fiscal management.

State General Plan law requires that local agencies prepare and adopt as part of their General Plans, a conservation element to provide for the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits. Also required is an open space element to provide programs for preserving open space for natural resource protection, managing production of resources and outdoor recreation, and protecting public health and safety. As identified in the Conservation, Environmental Design, and Open Space Elements of the Calabasas General Plan, Calabasas occupies an immensely beautiful and fragile natural environment. It is extremely difficult to develop housing in areas other than those that already have approved residential developments, without creating significant and unmitigable adverse environmental impacts. In addition to the provision of housing for all economic segments of the community, it is the City of Calabasas' responsibility to avoid, to the extent possible, significant adverse impacts on the environment, or to require that all feasible mitigation measures be imposed on new development to reduce significant impacts to a level of insignificance.

The City also faces certain responsibilities under the Federal Clean Air Act, including the need to maintain consistency with the South Coast Air Quality Management Plan (AQMP). As expressed in the General Plan, development which would inhibit achievement of clean air goals is considered to have an unacceptable adverse impact. This would include development projects which would result in growth beyond that projected for the Calabasas area in the AQMP. The rate of household growth estimated in this Housing Element is consistent with AQMP growth projections. However, it is possible that future updates to the Regional Housing Needs Analysis could identify housing needs in excess of the growth projected in the AQMP.

It is also important to note that the City of Calabasas is largely situated within the Santa Monica Mountain National Recreation Area, which was established by Congress in 1978 to "manage the recreation area in a manner which will preserve and enhance its scenic, natural, and historical setting and its public health value as an airshed for the Southern



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California metropolitan area, while providing for the recreational and educational needs of the visiting public."<sup>4</sup> The General Management Plan for the National Recreation Area has among its overall goals to "mitigate unacceptable resource impacts, perpetuate the natural diversity of ecosystems, and preserve the human cultural past." The Santa Monica Mountain National Recreation Area is unique in that the National Park Service does not intend to own and manage all of the land within the National Recreation Area's boundaries; however, the National Park Service does have the charge of protecting the natural resources of the Santa Monica Mountains. This is accomplished through the provisions of a "General Management Plan" and a "Land Protection Plan." These documents stress protection and preservation of the area's existing natural environment, as well as limiting the expansion of urban development beyond current boundaries.

In addition to protecting the natural environment, local municipalities and the City of Calabasas are charged with protecting existing residential neighborhoods. Part of this responsibility is that of protecting existing rural areas from urban intrusion. Protection of existing residential neighborhoods includes ensuring that the type and intensity of new development will be compatible with and not create significant impacts for existing residential neighborhoods. The need to protect existing residential neighborhoods and rural areas often represents a constraint on the amount of land that can be made available for new housing production, and in particular for higher intensity housing.

To the extent that cities such as Calabasas are forced to rely on retail sales tax as a primary means of municipal income, conversion of existing and potential sales tax producing lands to use for affordable housing is not likely. It is well known that, generally, "housing does not pay for itself." Thus, the diversion of local property taxes from municipalities to school districts makes housing production, particularly low and moderate income housing, an increasingly negative fiscal impact for the City. The City of Calabasas cannot long sustain the negative fiscal impacts of new housing in an era of increasing State mandates for various local government programs.

Land Use Controls, Fees, and Processing Time

Processing times and development fees within Calabasas are similar to those of other cities in western Los Angeles County and Ventura County that have similar sensitive environments. In addition, the City's current land use controls are similar to other cities in the vicinity. In reviewing projects prior to the preparation of the City's first General Plan, it was apparent that, although land use controls such as General Plan densities and zoning setbacks might have been clear, the lack of clear environmental performance standards created significant uncertainty in the development review process. It is the intent of the General Plan to increase the degree of certainty in the development review process without reducing the level of protection afforded to significant environmental features within the General Plan study area.

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<sup>4</sup> Public Law 95-625, 92 Stat. 3467.

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Non-Governmental Constraints

Developers' Market Perceptions

Developers generally design their projects to attract a specific market segment. This market segment is selected based on the developer's *perception* as to how they might maximize the profitability and sales rate of their project. In general, upper end housing provides greater opportunities for profit than do middle end or "affordable" housing projects. In addition, developers often provide amenities over and above the minimums required by a city's zoning, subdivision, or building codes. These amenities add to the cost of housing; however, it is not reasonable for the City to prevent developers from providing amenities beyond those required by the City or from imposing more stringent standards such as lower than maximum allowable densities.

Availability of Developable Land for Low and Moderate Income Housing

The City of Calabasas has very few vacant parcels of land available for urban residential use that could be developed without creating significant adverse environmental impacts. These environmental features include sensitive biological habitats and habitat linkages, steep hillsides, prominent ridgelines, significant archaeological and paleontological resources, and others. In addition, many of the area's hillsides are characterized by potentially unstable slope conditions.

In order to both recognize property rights and avoid significant adverse impacts, the majority of development within the City is required to be clustered into non-sensitive portions of potential development sites. Thus, the average density of new development sites is generally low. Additional constraints include narrow freeway bridges and a roadway system that was designed prior to incorporation to meet the needs of a rural small town community. Consequently, there are few opportunities for meeting the City's fair share of regional housing demand. As shown in Tables IV-8 and IV-9, sufficient land is available to meet affordable housing requirements over the next five years; however, it is questionable whether additional low and moderate income housing could be developed after the land inventory identified in those tables is developed.

The majority of lands that are suited to development (i.e., flat areas having available infrastructure and few significant environmental features) tend to be located adjacent to the Ventura Freeway and Agoura Road within high noise hazard areas, and are generally not suitable for residential uses. Although undeveloped, these lands generally have commercial or business park development project approvals, vesting tentative maps, or development agreements, and are not, therefore, available for conversion to residential use within the next five to ten years. To remove this constraint, the General Plan proposes to permit mixed use development within the non-residential areas of the City.

Further, retention of commercial and business park lands in non-residential use is necessary to increase local employment opportunities and reduce vehicle miles traveled within the City, and thereby achieve consistency with the South Coast Air Quality Management Plan. In addition, the City currently has a small commercial base for generating sales tax income. As long as a city's share of local property taxes is viewed by the State as potential revenue



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for school districts or State functions, Calabasas cannot afford to give up commercial or business park lands for residential uses, which will cause a drain on municipal income.

Because most commercial and business park uses within Calabasas are relatively new, opportunities for converting existing developed commercial and business park lands to residential is limited. The cost of purchasing viable commercial or business park buildings for residential development would be prohibitive, and would result in significant long-term negative fiscal impacts for the City.

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**C. PROGRESS REPORT**

Section 65588(a) of the California Government Code requires cities and counties, as part of their Housing Element, to analyze their previous Housing Element as to:

- the appropriateness of housing goals, objectives, and policies in contributing to the attainment of State housing goals;
- the effectiveness of the local Housing Element in attaining the community's housing goals and objectives; and
- the community's progress in Housing Element implementation.

As a newly incorporated community adopting its first General Plan, the City of Calabasas does not have a pre-existing Housing Element to review, nor does the City have a record of implementing housing programs. This analysis will be provided when the Housing is updated for the next statutory five-year period.

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**D. HOUSING GOALS, QUANTIFIED OBJECTIVES, PROGRAMS  
POLICIES, AND SPECIFIC ACTIONS**

The following outlines the City's goals, quantified objectives, and policies to meet identified housing needs, as well as the City's fair share of regional housing needs. In addition, the following section identifies the specific actions that the City of Calabasas is committed to undertake to implement these housing goals, quantified objectives, and policies. Where appropriate, specific actions identified as part of the Housing Improvement Program have also been incorporated into the General Plan Implementation Programs contained in Chapter VIII.

**Goal 1**

**Sufficient housing to meet the diverse needs of all economic segments of the present and future City of Calabasas.**

**PROVISION OF ADEQUATE SITES FOR HOUSING**

The State Legislature has declared that local governments "have a responsibility... to make adequate provision for the housing needs of all economic segments of the community." Unfortunately, the housing market is generally not able to produce housing that is affordable to very low, low, and sometimes even moderate income households, without some form of government assistance.

In addition, certain communities have become impacted with more than their fair share of housing for very low, low, and moderate income households, while other communities provide housing exclusively for upper income residents. As a result, State law requires that individual communities accommodate their "fair share" of households of all economic groups.

The following outlines Calabasas' proposed program to ensure that an adequate amount of housing is provided over the next five years to accommodate its fair share of regional housing needs. The following also outlines the City's program to ensure that adequate housing opportunities are available to all economic segments of the community.

*Objective 1.1 Provide adequate sites to meet Calabasas' share of regional housing needs by accommodating construction of a minimum of 59 new housing units from 1994 through 1999, including an adequate number and range of housing types that are affordable to very low, low, moderate, and above moderate income households (see Tables IV-1 and IV-10).*

**POLICY 1.1.1 ENSURE THAT THE GENERAL PLAN AND CITY ORDINANCES FACILITATE DEVELOPMENT OF A MIX OF HOUSING TYPES CONSISTENT WITH OBJECTIVE 1.1, INCLUDING SINGLE FAMILY DETACHED, MOBILE HOME, AND MULTIPLE FAMILY HOUSING WITHIN A VARIETY OF PRICE RANGES TO PROVIDE HOUSING OPTIONS FOR THOSE WISHING TO RESIDE IN THE CITY OF CALABASAS.**

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Table IV-10  
Annualized Housing Objectives: 1994-1999  
(From Table IV-1)

Income Category	Housing Units
Very Low Income (0-50%)	7
Low Income (50-80%)	5
Moderate Income (80-120%)	1
Upper Income (Over 120%)	[1]
<b>Total</b>	<b>13</b>

Source: LSA, 1994.

- [1] Growth in upper income households can be accommodated from 1994 to 1999 through a reduction of the City's surplus housing vacancies.

Specific Actions:

- (a) In order to maintain current information concerning housing production, compile an annual Development Summary Report identifying the location, size, and type of residential development proposals submitted to the City, as well as their status. It is intended that this development monitoring report will track projects from submittal through recordation of subdivision maps and issuance of building and occupancy permits.
- (b) Establish a monitoring program that identifies the type and cost of housing being produced within Calabasas, as well as the availability of vacant land that can be used in the short-term (next five years) to accommodate a variety of housing types. As part of the City's annual General Plan review, prepare a report that evaluates program and housing production objectives, and revise those objectives as necessary to meet the need for housing that is affordable to very low, low, and moderate income households.
- (c) If multi-year construction trends, as evidenced by the annual Development Summary Report, indicate that residential development will fall short of the City's needs as established in Objective 1.1, consider revisions to existing housing incentive programs or adoption of new programs to encourage construction of those categories where it appears that actual construction will not meet identified needs.
- (d) As part of the new Development Code, include specific incentives for the provision of housing that is affordable to very low, low, and/or moderate income households, including density bonuses consistent with the requirements of State law, adoption of a fast track processing system for



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affordable projects within the Modification Land Management Class, and waiving and/or reduction of fees.

POLICY 1.1.2 PROMOTE INFILL HOUSING DEVELOPMENT WITHIN AREAS PRESENTLY APPROVED FOR RESIDENTIAL DEVELOPMENT, AS WELL AS LANDS THAT HAVE BEEN COMMITTED TO URBAN DEVELOPMENT.

Specific Actions:

- (a) Enhance development opportunities for the construction of affordable housing in appropriate infill locations through the provision of technical assistance and specific incentives to be provided in the new Development Code for the consolidation of small lots into larger development parcels.
- (b) As part of the new Development Code, allow the development of mixed use projects such as: related office uses in conjunction with housing for the aged, infirm, or convalescent, or limited residential occupancies above neighborhood-type commercial uses, using strict development standards to ensure the desirability of dwellings so produced. Specific steps to achieve this program include the following:
  - Study mixed use provisions in other cities
  - Conduct study sessions to illustrate the benefits and implications of mixed use projects
  - Draft appropriate development guidelines.

Within mixed use projects, floor area dedicated to housing for very low, low, or moderate income housing will be permitted on a density bonus basis up to the maximum intensity permitted within business land use designations.

*This program, used in conjunction with other housing programs, is anticipated to generate up to 25 affordable dwelling units by the end of the housing program period (1994-1999).*

- (c) As part of the new Development Code, permit the development of second units within existing and future residential areas. Ensure that the appropriate standards for such development are provided, are consistent with the provisions of State law, and could yield a minimum of 50 such units within the City (0.5 percent of the overall existing and currently approved housing stock).

*This program is anticipated to generate up to 15 affordable dwelling units by the end of the housing program period (1994-1999).*

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POLICY 1.1.3 ENSURE THAT NEW RESIDENTIAL DEVELOPMENT IS APPROPRIATELY LOCATED WITH RESPECT TO PUBLIC AND PRIVATE SERVICES AND FACILITIES.

Specific Actions:

- (a) Through the implementation of the Development/Environmental Review Program, ensure that new residential development is appropriately located with respect to public and private facilities and services, including, but not limited to, schools, retail facilities, parks, transportation systems, and the like.
- (b) Implement the provisions of the General Plan related to the provision of public services, facilities, and amenities.

POLICY 1.1.4 PROMOTE EFFORTS TO SLOW THE RISING COSTS OF NEW AND EXISTING HOUSING TO THE EXTENT THAT GOVERNMENT ACTIONS CAN REASONABLY DO SO WHILE PROTECTING THE AREA'S NATURAL ENVIRONMENT AND THE PUBLIC'S HEALTH, SAFETY, AND WELFARE.

Specific Actions:

- (a) Prepare and adopt a new Development Code to implement the Calabasas General Plan. As part of the new Development Code, and in addition to other provisions specifically called for in the General Plan Housing Improvement Program, review the City's development review procedures, and consider eliminating the requirement for preparing a Cumulative Resources/Impact Analysis Report within infill areas that have been committed to urban development and that have previously undergone landform modification activities and therefore lack significant resources.
- (b) Provide timely review of discretionary and non-discretionary residential development requests, with fees designed to cover but not exceed the actual costs (direct and overhead) incurred by the City. In order to do so, continue to exercise existing procedures that define needed environmental protection features in new developments at the *beginning* of the development review process, and consider adopting new measures to expedite case processing. These techniques include:
  - computerizing case records to allow for automated case tracking;
  - scheduling case processing timetables to provide reasonable expectations in processing applications based upon available resources; and
  - continuing to require complete information as part of application filing to avoid later delays.

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- (c) As part of the General Plan Annual Review, evaluate land development processing procedures to ensure that project review is accomplished in the minimum time necessary to implement the General Plan and ensure protection of the public health, safety, and welfare.
- (d) As part of the General Plan Annual Review, evaluate development impact fees to ensure that such fees are the minimum necessary to cover actual costs, implement the General Plan, and ensure protection of the public health, safety, and welfare.
- (e) Ensure that the new Development Code complies with California Government Code Section 65915 by providing a 25 percent density bonus (not to exceed the maximum densities established in the General Plan), or equivalent financial incentive, to residential developers who agree to provide affordable housing within their project as follows:
  - a minimum of 20 percent of the units within the project are to be affordable to households with a maximum income no greater than 80 percent of the County median income;
  - a minimum of 10 percent of the units within the project are to be affordable to households with a maximum income no greater than 50 percent of the County median income; or
  - a minimum of 50 percent of the units within the project are to be available exclusively to senior citizens.

*This program is anticipated to generate 20 affordable dwelling units by the end of the housing program planning period (1994-1999).<sup>6</sup>*

POLICY 1.1.5 PROMOTE THE USE OF AVAILABLE HOUSING ASSISTANCE PROGRAMS.

Specific Actions:

- (a) Monitor Department of Housing and Community Development and other informational sources regarding surplus government lands, and consider acquisition of such lands to provide housing for very low, low, and moderate income households when compatible with the provisions of the General Plan and necessary to meet identified housing objectives.

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<sup>6</sup> Because individual programs will be used in combination with each other, the number of units anticipated for each program cannot be added to determine a total number of affordable dwellings to be constructed. Rather, the combination of programs defined herein for new construction is intended to meet the new construction needs outlined in Table IV-1.

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- (b) Prior to disposing of surplus City properties, consider their use for very low, low, and moderate income housing projects, when such use would be compatible with the provisions of the General Plan.
- (c) Inform the State and federal governments of the City's support for increased funding of current housing assistance programs.
- (d) Leverage direct funding resources of the City with State and federal funding sources to facilitate the provision of single and multiple family dwelling units available to very low, low, and moderate income households. Programs for application are identified in Table IV-11.
- (e) Work with the Los Angeles County Housing Authority to allow the Housing Authority to administer the Section 8/Voucher Program and public housing programs within the City; request 25 Section 8/Vouchers as funding allows.

*This program is anticipated to generate up to 25 affordable dwelling units by the end of the housing program planning period (1994-1999).*

- (f) Utilize CDBG funds to write down the cost of housing projects designed for very low, low, and moderate income households.

*This program, used in conjunction with other housing programs, is anticipated to generate up to 20 affordable dwelling units by the end of the housing program planning period (1994-1999).*

- (g) Encourage private sector development of affordable housing by subsidizing development review and development impact fees in exchange for long-term (30 year) affordable restrictions.

*This program, used in conjunction with other housing programs, is anticipated to generate up to 10 affordable dwelling units by the end of the housing program planning period (1994-1999).*

- (h) Identify and acquire distressed residential properties (e.g., REO foreclosures, Resolution Trust Corporation properties), and prepare them for sale or rent at affordable housing costs.

*This program, used in conjunction with other housing programs, is anticipated to generate up to 50 affordable dwelling units by the end of the housing program planning period (1994-1999).*



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**Table IV-11**  
**City of Calabasas Use of State and Federal Housing Programs**

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<b><i>Community Development Block Grant Program</i></b>	
<i>Description:</i>	Federal funds to be used for the benefit of low and moderate income households. The City will apply for use of CDBG funds through Los Angeles County to assist in funding the housing programs outlined in the General Plan Housing Improvement Program.
<i>Objective:</i>	To assist in funding a variety of the housing construction and improvement programs described in the General Plan Housing Improvement Program.
<i>Apply By:</i>	July 1996
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<b><i>California Pre-Development Loan Program</i></b>	
<i>Description:</i>	Short-term, low interest loans to cover pre-construction expenses.
<i>Objective:</i>	To cover pre-development costs of establishing a senior citizen housing project within Old Town Calabasas (25 dwelling units).
<i>Apply By:</i>	July 1996
<hr/>	
<b><i>California Rental Housing Program</i></b>	
<i>Description:</i>	Low interest loans for the construction of new low income housing.
<i>Objective:</i>	To assist in the financing for construction of a senior citizen housing project within Old Town Calabasas (25 dwelling units).
<i>Apply By:</i>	July 1996
<hr/>	
<b><i>California HOME Program</i></b>	
<i>Description:</i>	Funds to expand the resources available to the City for housing rehabilitation, acquisition of land and structures, tenant based rental assistance, and, under certain circumstances, new construction.
<i>Objective:</i>	To leverage the City's available funds for various housing programs.
<i>Apply By:</i>	1996
<hr/>	
<b><i>Mortgage Revenue Bonds</i></b>	
<i>Description:</i>	Funds to write down interest rates so as to make housing more affordable to low and moderate income households. The City will encourage developers of remaining vacant lands that are subject to inclusionary or in-lieu fee requirements <sup>7</sup> to use these bonds to facilitate construction of low and moderate income housing.
<i>Objective:</i>	To leverage the City's available funds for various housing programs.
<i>Apply By:</i>	1996

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Source: City of Calabasas, 1996.

<sup>7</sup> See Specific Action (e) of Policy 1.1.1, Objective 1.1

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POLICY 1.1.6 MAXIMIZE THE USE OF AVAILABLE PUBLIC AND PRIVATE ASSISTANCE TO PRODUCE NEW LOW AND MODERATE INCOME HOUSING CONSISTENT WITH THE ADOPTED HOUSING OBJECTIVES.

Specific Actions:

- (a) As part of the new Development Code, pursue adoption of an Inclusionary Housing Ordinance or a similar implementing program, requiring new housing development with 10 or more dwelling units to provide between 5 to 20 percent of the total number of units to be available at affordable rents/sales prices. Instead of requiring a fixed percentage of all units to be allocated for affordable housing, the City's program will be similar to Santa Barbara County's inclusionary requirements which provide that a developer may satisfy the requirement by providing 20 percent of the total housing at rates affordable to households earning up to 110 percent of the County's median income, *or* 15 percent of the total housing at rates affordable to households earning up to 90 percent of the County's median income, *or* 10 percent of the total housing at rates affordable to households earning up to 75 percent of the County's median income, *or* 5 percent of the total housing at rates affordable to households earning up to 50 percent of the County's median income (see Table VI-11).

As part of this program, specify that, in cases where on-site provision of affordable housing is not feasible, off-site mitigation is the preferred alternative to paying an in-lieu fee. Off-site mitigation alternatives to payment of in-lieu fees include, but are not limited to:

- ***New Construction of Affordable Housing.*** Based on an agreement with the City, an applicant may construct new affordable units off site to meet the requirements of the Inclusionary Program. If this option is selected, the number of new affordable units shall be equal to the number that would otherwise have been required to be constructed onsite.
- ***New Construction of Special Needs Housing.*** Based on an agreement with the City, an applicant would construct new units off site that are specifically designed to meet the need of an identified special needs population. Special needs housing includes, but is not necessarily limited to, emergency shelters, special care homes, employee housing, senior housing, and hospices. Each unit created by this in-lieu program shall satisfy the requirement for two affordable units as required by the Inclusionary Program.
- ***Conversion of Market Rate Housing.*** Based on an agreement with the City, an applicant would convert market rate housing to affordable housing through a "buy down" mechanism. This would establish restrictive covenants or other similar protection as to the affordability of such converted units.
- ***Rehabilitation of Existing Housing Stock.*** Based on an agreement with the City, an applicant would rehabilitate structures which currently do not conform to Uniform Building Code standards for habitable structures. Thus,

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in order to quantify for in-lieu mitigation, the structures must be deemed uninhabitable. Housing appropriate for rehabilitation need not be price restricted, but is considered to be inherently "affordable" based on its age and/or condition.

- ***Preservation of Existing Affordable Housing.*** Based on an agreement with the City, an applicant would extend the lifetime of an existing restrictive covenant on affordable units. In order to qualify for this in-lieu mitigation, the units must first be identified as being "at risk" of conversion to market rate housing within a five year period.

If neither on-site nor off-site options are selected, a fee will be charged for every affordable unit required by the City's inclusionary housing program, but which is not provided, equivalent to that which would be necessary to assist in the development of that affordable housing unit. Fees collected in this manner will be placed by the City into a Housing Assistance Trust Fund to be established by the City and used for the development of assisted, affordable housing units.

Table IV-12  
On-Site Inclusionary Options

Unit Requirement	Affordability Target
20 percent of total dwelling units	110% The rental rate or sales price of affordable units must be affordable to households having an income of up to 110 percent of the County median income.
<u>OR</u>	
15 percent of total dwelling units	90% The rental rate or sales price of affordable units must be affordable to households having an income of up to 90 percent of the County median income.
<u>OR</u>	
10 percent of total dwelling units	75% The rental rate or sales price of affordable units must be affordable to households having an income of up to 75 percent of the County median income.
<u>OR</u>	
5 percent of total dwelling units	50% The rental rate or sales price of affordable units must be affordable to households having an income of up to 50 percent of the County median income.

Source: Santa Barbara County Housing Element Implementation Guidelines, 1993.



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To achieve the requirements of Table IV-12, the applicant may construct units of varying affordability levels provided that the average affordability level on the units matches the required affordability target. An applicant may satisfy the inclusionary requirement by providing the affordable units on a for-sale or on a rental basis. Determination of the affordability of rental rates and sales prices will be based on the most recent Affordable Housing Income data published by the Los Angeles County Housing Authority.

In exchange for the provision of such affordable housing, the City will implement the provisions of the State Density Bonus Law by providing a density bonus of at least 25 percent, as well as additional incentive (unless findings are made in accordance with the law that such an incentive is not needed to provide the affordable units), or financially equivalent incentive(s).

This program would facilitate enforcement of the City's inclusionary housing program, and would facilitate the development of affordable housing. By providing an alternative for developers to actually constructing affordable units on site, a potential housing production constraint of the inclusionary program will be eliminated. In addition, the use of in-lieu fees will provide the City with the ability to provide the "additional incentives" required under State density bonus law.

*This program is anticipated to result in the construction of 30 affordable housing units and in the rehabilitation of ten dwelling units by the end of the housing program planning period (1994-1999).*

- (b) Pursue requiring new commercial, office, and industrial developments that, because of the introduction of new workers, create a need for new housing greater than is available within a five mile radius of the project site, to provide housing that is affordable to employees within the project site in a mixed use context, if appropriate, or to pay an in-lieu housing impact fee. Place these impact fees into the Housing Assistance Trust Fund described above.

POLICY 1.1.7 FACILITATE HOUSING FOR VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS TO BE DISTRIBUTED AT LOCATIONS THROUGHOUT THE URBAN PORTIONS OF THE CITY.

Specific Actions:

- (a) In addition to other provisions of the General Plan and the standards contained in the Development Code, apply the following locational criteria when reviewing projects that provide assistance specifically for very low, low, and moderate income households.
  - The number of assisted units in any housing project, except for those designed for the elderly or handicapped, should not exceed 40 percent of the total dwelling units.
  - Developments that include assisted housing should be located within reasonable proximity to public



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facilities, including convenient shopping, public schools, park and recreation facilities, transportation services, and employment centers.

- Assisted dwelling units, except those for the elderly, should be distributed throughout the project site, and not grouped together in a single area.

**POLICY 1.1.8** MONITOR THE EFFECTIVENESS OF HOUSING PROGRAMS AND THE CITY'S PROGRESS TOWARD MEETING THE OBJECTIVES OF THE HOUSING IMPROVEMENT PROGRAM.

- (a) As part of the annual General Plan Review, and in addition to the reporting specifically called for in the Housing Improvement Program, provide information on the status of all housing programs within the City of Calabasas. The portion of the annual report dealing with housing programs is to be distributed to the California Department of Housing and Community Development in accordance with State law.
- (b) As a condition of receiving housing funding through the City of Calabasas, require that social service agencies receiving such funds record information on the clients they serve, and that they provide an annual audit of their activities.

**Goal 2**

**Preserve and Protect Calabasas' Existing Housing Stock.**

**SUBSIDIZED HOUSING**

As a means of ensuring that an adequate amount of housing is available to meet the needs of all economic segments of the community, attention must be paid to ensuring that existing housing that is affordable to low and moderate income groups stays affordable. Within Calabasas, as in any community, there is the chance that the availability of dwelling units that are affordable to low and moderate income households may decrease over time. This loss of affordable housing could occur as the result of converting apartments to condominiums, removal of a mobile home park, or the termination of existing rental subsidy contracts.

*Objective 2.1 Retain at no less than present levels the number of subsidized housing units of all types, and expand affordable housing opportunities for very low, low, and moderate income households.*

**POLICY 2.1.1** REGULATE THE CONVERSION OF EXISTING RENTAL APARTMENT HOUSING AND MOBILE HOME PARKS TO CONDOMINIUM OR COOPERATIVE HOUSING IN ORDER TO PREVENT A DECLINE IN THE SUPPLY OF RENTAL HOUSING. PLACE PARTICULAR EMPHASIS ON MINIMIZING HARDSHIPS CREATED BY THE DISPLACEMENT OF VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS.

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Specific Actions:

- (a) Conduct a detailed investigation of previous Los Angeles County approvals of development projects with density bonuses for the provision of low and moderate income housing to determine the exact dates that assisted units may be converted to market rate housing. Initial information gathered on these approvals is ambiguous as to potential termination dates, and additional information is necessary to determine the date each unit may be converted to market rate.
- (b) To avoid potential reduction in the supply of rental housing, as part of the new Development Code include condominium conversion provisions that would limit the conversion of rental apartments to condominiums or cooperatives when the multifamily vacancy rate falls below four percent (4.0%). Require that all successful conversion applicants participate in a relocation assistance program for displaced tenants.
- (c) Utilize, to the extent necessary, all available federal, State, and local financing, as well as alternative funding sources to preserve assisted housing developments, as defined by the community for lower income households, except where the City Council finds that the community has other urgent needs for which alternative funding sources are not available. This program may include, but is not limited to, strategies that involve local regulations and technical assistance, and is subject to the regulations described in Government Code Section 65583 (c).
- (d) As part of the General Plan annual review, monitor existing programs designed to preserve assisted housing developments for low income households as required by Government Code Section 65583 (d) to determine whether additional actions are required to protect these developments.
- (e) Require, as a condition of providing any density bonus or subsidy for the provision of affordable rental housing, that a minimum 30-year restriction be placed on the affordable units to ensure their continued affordability.

POLICY 2.1.2 REGULATE THE CONVERSION OF EXISTING MOBILE HOME PARKS TO NONRESIDENTIAL USES IN ORDER TO MAINTAIN A VALUABLE SOURCE OF AFFORDABLE HOUSING.

Specific Actions:

- (a) Based on the provisions of Government Code Section 65863.7, require the submittal of a report detailing the impacts of any proposed mobile home park conversion to a nonresidential use concurrent with the filing of any discretionary permit on such property.

POLICY 2.1.3 FACILITATE PRESERVATION OF THE AFFORDABILITY OF EXISTING SUBSIDIZED RENTAL DWELLING UNITS WITHIN CALABASAS.

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Specific Actions:

- (a) Monitor the status of the at-risk dwelling units identified in Table IV-3 to determine whether any move to convert affordable rental units to market rate is being contemplated.
- (b) If any of the at-risk dwelling units identified in Table IV-3 go into the conversion process, contact non-profit agencies and tenant groups, and facilitate their purchasing or managing the project(s).

HOUSING REHABILITATION

While housing condition problems within the City of Calabasas are not of the magnitude found in other communities, the limited number of dwellings in need of rehabilitation is nevertheless of concern. The ability of households of all economic groups to find clean, decent, sound shelter is a fundamental right. In addition, one of the first indications of a community's desirability as a place to live is reflected in the quality of its *entire* housing stock. The existence of deteriorated housing in any portion of Calabasas negatively affects the desirability of the entire community.

*Objective 2.2 Promote rehabilitation of 15 single and multiple family dwellings through 1999.*

POLICY 2.2.1 PROMOTE THE REVITALIZATION, REHABILITATION, AND REMOVAL OF SUBSTANDARD RESIDENTIAL STRUCTURES.

Specific Actions:

- (a) Implement and encourage participation in the CDBG single family rehabilitation program for owner occupants.

*This program is anticipated to rehabilitate 15 dwelling units by the end of the housing program planning period (1994-1999).*

MAINTENANCE OF EXISTING SOUND HOUSING

The large majority of housing within the City of Calabasas is currently sound. Because of the community's rapid growth in recent years, a large portion of the City's housing stock will grow old at the same time. If the City is to avoid problems in the future, the establishment of programs now to prevent future physical deterioration of the housing stock is warranted. In addition, as a method of preventing deterioration of residential neighborhoods, it is important to ensure that an adequate level of public improvements and neighborhood facilities is provided throughout the City.

*Objective 2.3 Prevent the physical deterioration of existing sound housing stock within the City of Calabasas.*



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POLICY 2.3.1 IMPROVE THE LIVABILITY OF EXISTING RESIDENTIAL NEIGHBORHOODS, ENCOURAGE CONTINUED MAINTENANCE OF CURRENTLY SOUND HOUSING, AND PREVENT DETERIORATION, THROUGH LOCAL INFORMATION AND ASSISTANCE PROGRAMS AND BY ENSURING THAT AN ADEQUATE LEVEL OF PUBLIC FACILITIES IS AVAILABLE.

Specific Actions:

- (a) Continue enforcement of building codes and abatement of code violations and nuisances. Because housing within Calabasas is generally new, substandard and deteriorating structures are not a problem. Thus, enforcement activities will likely focus on property maintenance.
- (b) Pursue establishing pre-occupancy inspection programs in which a City building inspector inspects assisted housing to ensure compliance with local, State, and federal regulations related to public health, safety, and welfare, including applicable housing codes.
- (c) Pursue establishment of a Senior/Disabled Repair Loan and Grant program with CDBG funds to underwrite all or part of the cost of needed housing modifications and repairs. Loans would be repaid or forgiven on an ability to pay basis. While health and safety deficiencies (e.g., roof repair, broken septic systems) would receive priority, modifications for accessibility (e.g., wheelchair ramps) would also be appropriate.

*This program is anticipated to be used to upgrade up to 50 affordable dwelling units by the end of the housing program planning period (1994-1999).*

- (d) Work with the State Franchise Tax Board in order to enforce the provisions of California Revenue and Taxation Code Sections 17299 and 24436.5, which prohibit owners of substandard rental housing from claiming depreciation, amortization, mortgage interest, and property tax deductions on State income tax.

Goal 3

**Adequate housing opportunities for those desiring to live in Calabasas, regardless of age, race, ethnic background, national origin, religion, family size, marital status, physical handicap, or other arbitrary factors.**

**HOUSING FOR SPECIAL NEEDS GROUPS**

Previous objectives have dealt with general housing issues affecting a wide range of groups within the City. In addition to previously expressed housing needs, there are certain groups within the City that have specialized housing needs. These groups include the elderly, handicapped, and the homeless. Each of these groups has different housing needs, which are addressed below.



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**AGENDA FOR THE 21ST CENTURY**

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*Objective 3.1 Promote provision of housing for the elderly, handicapped, homeless, and other special needs groups.*

**POLICY 3.1.1 PROMOTE THE DEVELOPMENT AND REHABILITATION OF HOUSING SPECIFICALLY DESIGNED FOR THE ELDERLY THROUGH A VARIETY OF LIVING ENVIRONMENTS (SEE TABLE IV-13).**

**Specific Actions:**

- (a) Specifically encourage development of housing for the elderly through the use of land write-downs, combined with federal, State and local housing subsidies.

*This program, used in conjunction with specific programs to create a senior housing project within or adjacent to Old Town, as well as with density bonus and mixed used incentives, is anticipated to generate up to 15 affordable dwelling units by the end of the housing program planning period (1994-1999).*

- (b) As part of the new Development Code, include provisions of the Housing Improvement Program that permit the development of senior citizen residential projects, as a conditional use, within areas designated for multiple family or commercial uses. The senior developments would be located as a transitional use between districts of varying intensity (see Table IV-14).

- (c) As part of the new Development Code, include reduced parking requirements for senior citizen housing projects at a level consistent with the project's age restrictions.

**Table IV-13  
Categories of Elderly Housing**

Housing Type	Description	Examples
Independent Living Environment	Projects limited to senior citizens	Detached housing projects, mobile home projects, apartment complexes, cooperatives or condominiums.
Congregate Housing	Individual units within a multifamily structure or complex containing areas for group socializing and dining.	Detached housing projects, mobile home projects, apartment complexes, cooperatives or condominiums.
Assisted Housing	Individual units within a multifamily structure or complex with social and support services.	Personal care homes, adult and foster care facilities, and board and care facilities.
Extended Care Facilities	Medical service intensive facilities that provide shelter and 24-hour medical and rehabilitation services.	Nursing homes, rest homes and skilled intermediate care facilities.

**September 6, 1995**

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# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Housing Type	Description	Examples
Continuing Care Facilities	A complex including a combination of the other four senior housing types: independent living environments, congregate housing, assisted living environments, and extended care facilities.	Multi-building campus developments and single buildings with care components in separate wings or on separate floors.

Source: Planning Network, 1993.

- (d) As part of the new Development Code, include provisions that allow for the establishment of second units on single family residential lots as a means of providing additional elderly housing opportunities.

*This program is anticipated to generate 20 affordable dwelling units by the end of the housing program planning period (1994-1999).*

**Table IV-14**  
**Land Use for Senior Residential Projects**

Housing Type	Density	Land Use Designations
<b>Independent Living Environment</b>	In single family land use districts, senior housing projects with densities of up to twelve dwelling units per acre (12 du/ac) may be permitted as a transitional use adjacent to higher density uses.	R-SF, R-MH
	In multiple family land use districts, senior housing projects shall conform to the density requirements of the applicable district.	R-MF, MU
	In compliance with California Government Code Section 65915, provide a 25 percent density bonus, or equivalent financial incentive, to residential developers who agree to make 50 percent of the units available exclusively to senior citizens up to the maximum density specified in the Environmental Management Program.	
	Independent living facilities shall be subject to the floor area ratio (FAR) requirements of the underlying land use designation.	B-R, B-OP, BP, B-OT, MU
<b>Congregate Housing</b>	In single family land use districts, senior housing projects with densities of up to twelve dwelling units per acre (12 du/ac) may be permitted as a transitional use adjacent to higher density uses.	R-SF, R-MH
	In multiple family land use districts, senior housing projects shall conform to the density requirements of the applicable district.	R-MF, MU
	In compliance with California Government Code Section 65915, provide a 25 percent density bonus, or equivalent financial incentive, to residential developers who agree to make 50 percent of the units available exclusively to senior citizens up to the maximum density specified in the Environmental Management Program.	
	Congregate housing facilities shall be subject to the floor area ratio (FAR) requirements of the underlying land use designation.	B-R, B-OP, BP, B-OT, MU

September 6, 1995

## AGENDA FOR THE 21ST CENTURY

**Table IV-14  
Land Use for Senior Residential Projects**

<b>Housing Type</b>	<b>Density</b>	<b>Land Use Designations</b>
<b>Assisted Housing</b>	In single family land use districts, senior housing projects with densities of up to twelve dwelling units per acre (12 du/ac) may be permitted as a transitional use adjacent to higher density uses.	R-SF, R-MH
	In multiple family zoning districts, senior housing projects shall conform to the density requirements of the applicable district.	R-MF, MU
	In compliance with California Government Code Section 65915, provide a 25 percent density bonus, or equivalent financial incentive, to residential developers who agree to make 50 percent of the units available exclusively to senior citizens up to the maximum density specified in the Environmental Management Program.	
	Assisted housing facilities shall be subject to the floor area ratio (FAR) requirements of the underlying land use designation.	B-R, B-OP, BP, B-OT, MU
<b>Extended Care Facilities</b>	Extended care facilities shall be subject to the floor area ratio (FAR) requirements of the underlying land use designation.	B-R, B-OP, BP, B-OT, MU
<b>Continuing Care Facilities</b>	In single family land use districts, senior housing projects with densities of up to twelve dwelling units per acre (12 du/ac) may be permitted as a transitional use adjacent to higher density uses.	R-SF and R-MH with a CUP
	In multiple family land use districts, senior housing projects shall conform to the density requirements of the applicable district.	R-MF, MU
	In compliance with California Government Code Section 65915, provide a 25 percent density bonus, or equivalent financial incentive, to residential developers who agree to make 50 percent of the units available exclusively to senior citizens up to the maximum density specified in the Environmental Management Program.	
	Assisted housing facilities shall be subject to the floor area ratio (FAR) requirements of the underlying land use designation.	B-R, B-OP, BP, B-OT, MU

Source: Planning Network, 1993.

(e) Utilize the following criteria to evaluate proposed senior residential projects:

- Projects should be within walking distance of transit services, major transportation routes, and shopping and medical facilities. If existing transit services are not available, transportation services may be provided by the project to meet this criteria.
- Land uses in senior projects should be limited to residential uses, extended care facilities and ancillary commercial uses.

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- Projects shall limit the purchase or lease of the property to persons over 55, unless a different age is required by State or federal law.

- (f) Develop a Homesharing Program designed to match people with limited income, often seniors, seeking housing, as well as owners wanting to share their homes.

*This program is anticipated to match 50 residents in affordable dwelling units by the end of the housing program planning period (1994-1999).*

POLICY 3.1.2 PROVIDE ADEQUATE SHELTER OPPORTUNITIES AND ASSISTANCE PROGRAMS FOR FAMILIES AND INDIVIDUALS WHO ARE HOMELESS OR ARE AT RISK OF BECOMING HOMELESS.

Specific Actions:

- (a) As part of the new Development Code, permit uses such as shelters and transitional housing within the Business Park and commercial designations, as appropriate, and formulate specific standards for such uses.
- (b) Seek emergency shelter vouchers for the temporarily homeless from HUD and other agencies to provide additional shelter for the homeless and others in emergency situations.
- (c) Inform the federal and State legislatures of the City's support for increased funding of shelters and programs for the homeless.
- (d) Consult with the City of Agoura Hills to determine whether a joint planning effort to develop and implement a comprehensive Homeless Plan for the Ventura Freeway Corridor area is necessary.

POLICY 3.1.3 PROMOTE THE DEVELOPMENT AND REHABILITATION OF HOUSING SPECIFICALLY DESIGNED FOR THE PHYSICALLY HANDICAPPED.

Specific Actions:

- (a) Specifically encourage development of housing for the physically handicapped through the use of density bonuses, tax-exempt bonds, and land write-downs, combined with federal and State housing subsidies.

*This program is anticipated to generate up to 15 affordable dwelling units by the end of the housing program planning period (1994-1999).*

PREVENTION OF HOUSING DISCRIMINATION

Housing discrimination, defined as prejudicial treatment applied categorically and not on the merit of the individual, is illegal for reasons of race, religion, national origin, ethnicity, age, sex, or marital status. Housing discrimination is also socially repugnant, but still occurs.



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Although not a significant problem within the City of Calabasas, vigilance to ensure that discrimination does not become a problem is needed. Because State and federal law prohibit housing discrimination, the City's role in enforcing fair housing practices is generally limited to information, advocacy, coordination, and referral.

*Objective 3.2 Prevent housing discrimination in accordance with national and State fair housing law.*

POLICY 3.2.1 PROHIBIT DISCRIMINATION IN HOUSING BASED ON RACE, RELIGION, NATIONAL ORIGIN, ETHNICITY, AGE, SEX, AND FAMILY STATUS.

Specific Actions:

- (a) Continue to utilize the services of the Los Angeles County Housing Authority or other appropriate agencies to operate a Fair Housing Program encompassing investigation of discrimination complaints, research on housing discrimination related issues, and public information.
- (b) Increase public awareness of Calabasas' Fair Housing Program by such means as inserting informational pamphlets into the City's newsletter and press releases, and the proclamation of April as "Fair Housing Month."
- (c) Advise the State legislature of the City's support for financial assistance to nonprofit groups that promote fair housing through such means as public education, investigation of complaints, and mediation on complaints.
- (d) Take necessary steps to ensure that local lenders comply with the anti-redlining intent of the Community Reinvestment Act (CRA) of 1977. Based upon review of the lending performances of local lending agencies, review City fund deposit practices.

# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table IV-15  
Housing Improvement Program  
Implementation Responsibilities and Timing

Housing Policy	Action	Responsible City Department	Funding Source	Time Frame
1.1.1 ENSURE THAT THE GENERAL PLAN AND CITY ORDINANCES FACILITATE DEVELOPMENT OF A MIX OF HOUSING TYPES CONSISTENT WITH OBJECTIVE 1.1, INCLUDING SINGLE FAMILY DETACHED, MOBILE HOME, AND MULTIPLE FAMILY HOUSING WITHIN A VARIETY OF PRICE RANGES TO PROVIDE HOUSING OPTIONS FOR THOSE WISHING TO RESIDE IN THE CITY OF CALABASAS.	a	Community Development	Department Budget, Development Review Fees, Sale of Annual Reports	Ongoing, first report within eighteen months
	b	Community Development	Department Budget, Development Review Fees, Sale of Annual Reports	Ongoing, first report within eighteen months
	c	Community Development	City General Fund	Ongoing, annually
	d	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
1.1.2 PROMOTE INFILL HOUSING DEVELOPMENT WITHIN AREAS PRESENTLY APPROVED FOR RESIDENTIAL DEVELOPMENT, AS WELL AS LANDS THAT HAVE BEEN COMMITTED TO URBAN DEVELOPMENT.	a	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	b	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	c	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
1.1.3 ENSURE THAT NEW RESIDENTIAL DEVELOPMENT IS APPROPRIATELY LOCATED WITH RESPECT TO PUBLIC AND PRIVATE SERVICES AND FACILITIES.	a	Community Development	Development Review Fees	Ongoing
	b	Community Development	Development Review Fees	Ongoing

# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table IV-15  
Housing Improvement Program  
Implementation Responsibilities and Timing

Housing Policy	Action	Responsible City Department	Funding Source	Time Frame
1.1.4 PROMOTE EFFORTS TO SLOW THE RISING COSTS OF NEW AND EXISTING HOUSING TO THE EXTENT THAT GOVERNMENT ACTIONS CAN REASONABLY DO SO WHILE PROTECTING THE AREA'S NATURAL ENVIRONMENT AND THE PUBLIC'S HEALTH, SAFETY, AND WELFARE.	a	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	b	Community Development	Development Review Fees, Department Budget	Ongoing
	c	Community Development	Department Budget	Ongoing, annually
	d	Community Development	Department Budget	Ongoing, annually
	e	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
1.1.5 PROMOTE THE USE OF AVAILABLE HOUSING ASSISTANCE PROGRAMS.	a	Community Development	Department Budget	Ongoing
	b	Community Development	Department Budget	Ongoing
	c	City Manager's Office	None required	Within six months
	d	Community Development	Department Budget, Program Funds	Ongoing
	e	Community Development	Department budget, Program Funds	Ongoing
	f	Community Development	CDBG Funds	Ongoing
	g	Community Development	City General Fund, Housing Trust Fund	Ongoing
	h	Community Development	City General Fund, Housing Trust Fund	Ongoing

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# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

**Table IV-15**  
**Housing Improvement Program**  
**Implementation Responsibilities and Timing**

Housing Policy	Action	Responsible City Department	Funding Source	Time Frame
1.1.6 MAXIMIZE THE USE OF AVAILABLE PUBLIC AND PRIVATE ASSISTANCE TO PRODUCE NEW LOW AND MODERATE INCOME HOUSING CONSISTENT WITH THE ADOPTED HOUSING OBJECTIVES.	a	Community Development	Development Review Fees	Open public hearings within one year of General Plan adoption
	b	Community Development	Development Review Fees	Determine the feasibility within two years; establish program if feasible one year thereafter.
1.1.7 FACILITATE HOUSING FOR VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS TO BE DISTRIBUTED AT LOCATIONS THROUGHOUT THE URBAN PORTIONS OF THE CITY.	a	Community Development	Department Budget, Development Impact and Review Fees	Ongoing
1.1.8 MONITOR THE EFFECTIVENESS OF HOUSING PROGRAMS AND THE CITY'S PROGRESS TOWARD MEETING THE OBJECTIVES OF THE HOUSING IMPROVEMENT PROGRAM.	a	Community Development	Department Budget	Ongoing, annually
	b	Community Development	Program Budgets	Ongoing, annually
2.1.1 REGULATE THE CONVERSION OF EXISTING RENTAL APARTMENT HOUSING AND MOBILE HOME PARKS TO CONDOMINIUM OR COOPERATIVE HOUSING IN ORDER TO PREVENT A DECLINE IN THE SUPPLY OF RENTAL HOUSING. PLACE PARTICULAR EMPHASIS ON MINIMIZING HARDSHIPS CREATED BY THE DISPLACEMENT OF VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS.	a	Community Development	Department Budget	Within six months
	b	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	c	Community Development	Department Budget, Program Budgets	Ongoing
	d	Community Development	Department Budget	Ongoing
	e	Community Development	Department budget, Development Review Fees	Ongoing

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# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table IV-15  
Housing Improvement Program  
Implementation Responsibilities and Timing

Housing Policy	Action	Responsible City Department	Funding Source	Time Frame
2.1.2 REGULATE THE CONVERSION OF EXISTING MOBILE HOME PARKS TO NONRESIDENTIAL USES IN ORDER TO MAINTAIN A VALUABLE SOURCE OF AFFORDABLE HOUSING.	a	Community Development	Department Budget, Development Review Fees	Ongoing
2.1.3 FACILITATE PRESERVATION OF THE AFFORDABILITY OF EXISTING SUBSIDIZED RENTAL DWELLING UNITS WITHIN CALABASAS.	a	Community Development	Department Budget, Funds from buyouts of for sale affordability restrictions	Ongoing
	b	Community Development	Department Budget, Funds from buyouts of for sale affordability restrictions	Ongoing
2.2.1 PROMOTE THE REVITALIZATION, REHABILITATION, AND REMOVAL OF SUBSTANDARD RESIDENTIAL STRUCTURES.	a	Community Development	CDBG Funds	Ongoing
2.3.1 IMPROVE THE LIVABILITY OF EXISTING RESIDENTIAL NEIGHBORHOODS, ENCOURAGE CONTINUED MAINTENANCE OF CURRENTLY SOUND HOUSING, AND PREVENT DETERIORATION THROUGH LOCAL INFORMATION AND ASSISTANCE PROGRAMS AND BY ENSURING THAT AN ADEQUATE LEVEL OF PUBLIC FACILITIES ARE AVAILABLE.	a	Community Development	Inspection Fees	Within two years of General Plan
	b	Community Development	CDBG Funds, Housing Trust Fund	Within three years of General Plan
	c	City Manager's Office	CDBG Funds, Housing Trust Fund	Ongoing
	d	City Manager's Office	Department Budget	Ongoing

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## AGENDA FOR THE 21ST CENTURY

**Table IV-15**  
**Housing Improvement Program**  
**Implementation Responsibilities and Timing**

Housing Policy	Action	Responsible City Department	Funding Source	Time Frame
3.1.1 PROMOTE THE DEVELOPMENT AND REHABILITATION OF HOUSING SPECIFICALLY DESIGNED FOR THE ELDERLY THROUGH A VARIETY OF LIVING ENVIRONMENTS (SEE TABLE IV-12).	a	Community Development	Department Budget, Housing Trust Fund, CDBG Funds	Ongoing
	b	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	c	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	d	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	e	Community Development	Development Review Fees	Ongoing
	f	Community Development	Department Budget, Housing Trust Fund, CDBG funds	Have program in place within two years, ongoing thereafter
3.1.2 PROVIDE ADEQUATE SHELTER OPPORTUNITIES AND ASSISTANCE PROGRAMS FOR FAMILIES AND INDIVIDUALS WHO ARE HOMELESS OR ARE AT RISK OF BECOMING HOMELESS.	a	Community Development	City General Fund	Open public hearings within one year of General Plan adoption
	b	Community Development	Grants, as available	Ongoing
	c	City Manager's Office	None required	Within six months of General Plan
	d	Community Development	Department Budget	Within one year of General Plan
3.1.3 PROMOTE THE DEVELOPMENT AND REHABILITATION OF HOUSING SPECIFICALLY DESIGNED FOR THE PHYSICALLY HANDICAPPED.	a	Community Development	CDBG, Housing Authority Funds, Housing Trust Fund, Grants as available	Ongoing

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**AGENDA FOR THE 21ST CENTURY**

Table IV-15  
Housing Improvement Program  
Implementation Responsibilities and Timing

Housing Policy	Action	Responsible City Department	Funding Source	Time Frame
3.2.1 PROHIBIT DISCRIMINATION IN HOUSING BASED ON RACE, ETHNICITY, NATIONAL ORIGIN, AGE, RELIGION, SEX, AND FAMILY STATUS.	a	City Manager's Office	Fair Housing Council, City General Fund	Ongoing
	b	Public Information Officer	Newsletter Budget	Ongoing
	c	City Manager's Office	None required	Within six months of General Plan
	d	Finance Department	Department Budget	Within two years of General Plan, ongoing thereafter

Source: City of Calabasas, 1994.





## V. TRANSPORTATION



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## V. TRANSPORTATION

The Transportation Element addresses broad issues of physical mobility -- how goods and people move about within the community. Transportation is one of the most pervasive issues of the General Plan, and is related to land use, community design, air quality, energy consumption, and the City's infrastructure. Transportation issues affect not only the local area, but require coordination with regional, State, and Federal agencies, as well as adjacent communities.

The goal of the Transportation Element of the Calabasas General Plan is to achieve and maintain a balanced, safe, problem-free transportation system which:

- provides easy and convenient access to all areas of the community;
- improves present traffic flows while maintaining Calabasas' rural, small town sense of place;
- protects significant environmental features;
- reduces dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities; and
- preserves a sense of comfort and well-being throughout the community by reducing the intrusiveness of commercial/business park traffic, the City's circulation system, and regional traffic on neighborhood streets and quality of life.

A number of significant circulation and capacity problems currently constrain the carrying capacities of the Ventura Freeway (U.S. 101) and other regionally significant roadway corridors such as Malibu Canyon Road-Las Virgenes Road. Furthermore, the ability of the City to influence the ultimate configuration of the interchanges and freeway ramps within the City's corporate limit and sphere (Valley Circle Boulevard, Parkway Calabasas, Las Virgenes Road, and Lost Hills Road) is limited since modifications to these interchanges and ramps are primarily under the jurisdiction of Caltrans rather than the City. Differences exist between Caltrans and the City with respect to what constitutes an acceptable peak hour Level of Service on the ramps at these interchanges.

Achieving transportation goals is further complicated by the following conditions:

- Substantial residential growth in Ventura County, combined with significant employment-generating development in the San Fernando Valley and West Los Angeles, has resulted in traffic volumes that far exceed the design capacity of the Ventura Freeway. Thus, regional traffic has spilled onto Calabasas' local roadway system, creating significant congestion during peak commute hours.

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- There are existing circulation problems in the City where intersections are presently operating below acceptable Levels of Service, and inadequate rural road sections are carrying traffic volumes substantially in excess of their desired service level volume.
- Physical and neighborhood compatibility constraints prevent roadway widening in many areas.
- Many existing and previously planned roadways traverse sensitive environmental areas, and cannot be extended or widened without creating significant environmental impacts.
- Calabasas is primarily a low intensity bedroom community with too few destination points to establish and maintain an effective, comprehensive local transit system.
- The potential for approved but unbuilt developments surrounding (and within) the City to adversely effect the City's street system is a critical problem. This Chapter addresses the existing street system (e.g., traffic, diversion etc.), taking the impacts of these projects into account. However, desirable roadway performance can not be achieved in some areas, assuming that all approved but unbuilt projects are constructed over the next five to ten years, even if the roadway facilities that are required as conditions of those projects are built.
- The City strongly desires limiting future roadway network "improvements" in order to protect significant environmental resources and the quality of life within existing neighborhoods. The General Plan thus defines a local circulation network that represents a balance between achieving and maintaining desired roadway and intersection performance levels, protecting the quality of life in existing and future neighborhoods, and preserving the natural environment adjacent to area roadways.



AGENDA FOR THE 21ST CENTURY

A. VEHICULAR TRANSPORTATION

OBJECTIVES

Where it is feasible to do so within the bounds of the non-transportation provisions of the General Plan, achieve and maintain a level of service (LOS) for intersection and roadway link performance of LOS B within rural and other non-urban areas as defined by the General Plan Land Use map.<sup>1</sup>

Where it is feasible to do so within the bounds of the non-transportation provisions of the General Plan, achieve and maintain a level of service for intersection and roadway link performance of LOS C within and adjacent to urban areas as defined by the General Plan Land Use Map.

Protect residential neighborhoods by avoiding the need for local residential streets to carry more than 3,000 vehicles daily.

Achieve a balance between the demand for and supply of parking, recognizing the desirability and availability of alternatives to the private automobile.

Reduce reliance on the use of automobiles and increase average vehicle ridership (AVR) to 1.5 AVR by promoting alternatives such as non-motorized transportation (bicycle, pedestrian) and the use of public transit.

Promote the availability of adequate means to safely move commodities within and through Calabasas, including the availability of truck routes, pipelines, and utility corridors.

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<sup>1</sup> Level of Service (LOS) for intersections and roadway segments is described in Table V-1.

## AGENDA FOR THE 21ST CENTURY

Table V-1  
Level of Service Descriptions

Service Level Category	Descriptions of Traffic Conditions	
	Signalized Intersections (Average Length of Wait) <sup>1</sup>	Arterials (Average Speed) <sup>2</sup>
<b>Free Flowing</b> (LOS A)	Most vehicles do not have to stop. On the average, each driver waits less than 5 seconds to get through intersection.	Vehicles can maneuver completely unimpeded and without restrictions on speed caused by other cars and delays at intersections.
<b>Minimal Delays</b> (LOS B)	Some vehicles have to stop, although waits are not bothersome. Average wait at intersections is 5 to 15 seconds.	Drivers feel somewhat restricted within traffic stream and slightly delayed at intersections. Average speed is about 70 percent of free flow.
<b>Moderate Delays</b> (LOS C)	Significant number of vehicles have to stop because of steady, high traffic volume. Still, many pass through without stopping. On the average, vehicles have to wait 15 to 25 seconds to get through intersection.	Traffic still stable, but drivers may feel restricted in their ability to change lanes. They begin to feel the tension of traffic. Delays at intersections contribute to lower average speeds-about 50 percent of free flow.
<b>Significant Delays</b> (LOS D)	Many vehicles have to stop. Drivers are aware of heavier traffic. Cars may have to wait through more than one red light. Queues begin to form, often on more than one approach. On the average, vehicle wait is 25 to 40 seconds.	High traffic volumes and delays at intersections reduce average travel speeds to 40 percent of free flow. Drivers are aware of slower pace of traffic.
<b>Substantial Delays</b> (LOS E)	Cars may have to wait through more than one red light. Long queues form, sometimes on several approaches. Average waits of 40 to 60 seconds.	High traffic volume and many signalized intersections with long queues reduce average travel speed to one-third of free flow.
<b>Excessive Delays</b> (LOS F)	<i>Intersection is jammed.</i> Many cars have to wait through more than one red light, or more than 60 seconds. Traffic may back up into "up-stream" intersections. Generally caused by obstruction or irregular occurrence (e.g., signal preemption for a train). This condition often viewed as "gridlock."	Travel is "stop and go" -- one-third or one-fourth of free flow. Usually caused by a "down-stream" obstruction, such as lanes reduced from 4 to 3, or a stalled car, or signal preemption for a train.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 1985, modified for the City of Calabasas.

<sup>1</sup> "Average wait" is a measure of traffic condition at intersections. It is an estimate of the average delay for all vehicles entering the intersection in a defined period of time, for example, the evening peak hour. It is expressed as a range rather than a single value. Some drivers will actually wait more or less time than indicated by the range.

<sup>2</sup> "Average speed" is a measure of traffic conditions on arterials. "Average speed" is based on the total time it takes to travel a certain distance, including the time spent waiting at intersections. It is determined more by traffic volume and conditions at intersections than by the legal speed limit.

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**GENERAL PLAN APPROACH**

The key transportation concept in the Calabasas General Plan is that the area's roadway and transportation system is an integral part of the community's character. Therefore, while it is important to provide for the movement of traffic, this goal should not compromise the more important objective of preserving the essential character and natural environment of the area.

Calabasas rejects the notion that a constantly expanding circulation network and an endless sequence of programmed street improvements can solve the problems of local traffic congestion. Construction of every roadway needed to move automobiles at ideal levels of service to support the intensity of future development desired by property owners would result in an irretrievable loss of significant environmental features and community character. Expansion of the area's roadway system using traditional design principles will not respond well to the varying landscapes of Calabasas, and will tend to preclude non-automobile modes of travel, resulting in the loss of opportunities to improve the quality of life in Calabasas. Thus, the City will take a balanced approach to future transportation improvements. To achieve this sense of balance, the City will:

- expand the capacity of the existing roadway system where it is feasible and environmentally prudent to do so;
- limit the intensity of future development to that which can be accommodated on area roadways through creation of a mix of land uses that realistically balances the potential for growth in the General Plan study area, environmental and neighborhood protection needs, and the desire for improving the performance of the City's roadway system
- provide for the efficient movement of vehicles by designing, constructing, and maintaining a roadway circulation network which will function at an acceptable level of service (LOS). The minimum acceptable LOS shall be "B" in rural areas and "C" in urban areas, wherever it is feasible to provide roadway facilities that would operate at such levels of service in a manner consistent with the non-transportation provisions of the General Plan;
- ensure that each new development that would cumulatively contribute to the need for improvements or additions to the City's circulation system shall fund its pro-rata share of such improvements or additions;
- ensure that each new development which would individually contribute to the need for improvements or additions to the roadway system within the City fund its pro-rata share of the costs of all such improvements or additions to the extent taxes or other public revenues are inadequate for such purposes;



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- provide a system of bicycle routes and pedestrian links such that pedestrian and bicycle travel become safer and more useful for everyday tasks such as travel to shopping, work, and recreational facilities;
- achieve and maintain an organization of land uses which integrates places of residence, retail commerce, daily service needs, work, education, and recreation;
- require site plans for individual development projects to minimize or eliminate through traffic within residential neighborhoods;
- to the degree feasible, encourage mixed-use developments to reduce vehicle trips, and reduce the number of home-to-work trips during peak travel hours through transportation demand management programs which increase average vehicle ridership and shift a portion of such trips to non-peak hours;
- improve the carrying capacity of existing roadways through implementation of transportation systems management concepts;
- participate in formulation of regional land use plans to provide for the rational management of new traffic-generating sources;
- participate in developing regional circulation improvement measures in cooperation with surrounding cities and the counties of Los Angeles and Ventura. Such measures may include but are not limited to the development of reciprocal traffic improvement fee programs; and
- implement the provisions of the Los Angeles County Congestion Management Program by requiring development projects to analyze and provide appropriate mitigation for traffic impacts on regional circulation facilities.

In addition, the General Plan's transportation program emphasizes the following themes:

***Balance.*** An efficient transportation system should offer Calabasas area residents not only reasonably efficient automobile traffic distribution but also viable alternatives to automobile travel. The transportation program outlined in the General Plan will increase the balance between various modes of transportation by increasing the desirability of transit, walking, and bicycling.

***Coordination Between Land Use, Transportation and Environmental Protection Programs.*** The General Plan coordinates land use, transportation, air quality, and other environmental concepts and strategies. The objectives of the General Plan are designed to improve traffic flow, local air quality, and energy conservation, as well as protect sensitive environmental resources through:



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- increasing the area's roadway carrying capacity and eliminating congestion where such increased carrying capacity is feasible and environmentally prudent;
- reducing the number of automobile trips and providing alternatives to automobile use;
- reducing the length of automobile trips by integrating land uses;
- providing an arrangement of land uses which promote efficient travel patterns; and
- limiting the intensity of future development to that which can be accommodated on a roadway system that has been planned to protect community character and significant environmental features.

In response to the anticipated increase in traffic volumes, Calabasas will work to increase the efficiency of existing roadways by:

- improving the relationship of roadways with land uses, including restrictions on driveway access and limitations on development intensity where needed;
- promoting Transportation System Management and Transportation Demand Management techniques;
- improving coordination with affected public agencies by establishing systems for the mitigating traffic impacts from projects in other jurisdictions;
- implementation of traffic calming programs; and
- encouraging the use of alternative modes of transportation.

"Traffic calming" refers to programs designed to increase the compatibility of roadways with their surrounding environment, as well as increase their carrying capacity, by creating a steady flow of traffic at slower speeds. By calming (slowing) traffic, less space is needed between automobiles to maintain safe stopping distances, thereby allowing more vehicles to use roadways without requiring widening. The effect of traffic calming is to create a safer, quieter environment for adjacent land uses.

Traffic calming techniques which may be incorporated into the City's circulation system include: speed humps, roundabouts, and neck-downs. Speed humps are raised roadway pavement areas running across the entire width of a street that normally have a height of three to four inches and a length of approximately twelve feet. Speed humps represent a lesser risk to vehicles than do traditional speed bumps, and have the advantage of being largely self-enforcing and or creating a visual impression, real or perceived, that a street is not intended for high speeds or "through" traffic. A roundabout is an at-grade intersection having a one-way circular roadway around a curbed central island. Sometimes called traffic

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circles or rotaries, as properly design roundabout provides for the safe and efficient movement of people and goods which preserving, enhancing, or reclaiming the adjacent neighborhood's livability.

Neck-downs consist of landscaped islands which are used to either narrow down a roadway, or to define a parking lane on either side of a roadway. They can be used to define entries into local residential neighborhoods, thereby discouraging through traffic. They can also be used to create subtle changes in direction along existing roadways by placing landscaping within existing parking lanes on one side of the street, and providing parking and neck-downs on alternating sides of the street.

It is Calabasas' intent to require new developments to mitigate their traffic impacts, either through construction of new roadways or payment of mitigation fees. This system will distribute the costs of identified arterial street capacity enhancement to new developments based on the proportional share of total traffic that a proposed development will generate. Each improvement will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service will continue to be maintained. The mitigation requirement will be proportional to the benefit that each new development will ultimately receive. Also, the mitigation system will recognize a fee credit to developers who construct portions of ultimate capacity enhancement improvements.

Within the Calabasas General Plan study area, there exist certain roadways whose *physical* capacities are greater than are appropriate for their function in the community. For example, Calabasas Road was designed and constructed as a four-lane arterial through route, prior to incorporation, when it was planned for Calabasas Road to be extended through to Las Virgenes Road and connected to Agoura Road. Calabasas Road would thus have functioned as a freeway alternative. However, during the review of the Calabasas Park West and The Enclave at Calabasas projects, it became apparent that, in order to protect significant environmental values, Calabasas Road should not be connected through. The roadway thus functions today as a residential collector; the high traffic volumes that could theoretically be carried by Calabasas Road are inconsistent with the function of this roadway as a collector, and would create significant impacts on adjacent residential neighborhoods. Thus, in determining the performance objective for Calabasas Road west of Park Entrada, the actual function of the roadway, rather than its *physical* carrying capacity should be used to determine roadway capacity.

Other four lane roadways whose ultimate traffic should be based on their intended function and adjacent land uses include:

- Lost Hills Road, between Agoura Road and Las Virgenes Road. This roadway link has become a popular shortcut for "Z" traffic, and is impacting adjacent neighborhoods. Of particular concern are potential impacts on children walking to school.
- Las Virgenes Road, north of Mureau Road. Although provided with a wide section, this roadway functions as a local street for adjacent multi-family residential uses, which have driveway access to the street.

AGENDA FOR THE 21ST CENTURY

- Park Granada, between Park Capri and Park Sorrento. Although constructed with four lanes, this street is essentially a residential roadway, which, because of its four lane status, is used as an alternative route for workers at nearby office uses.
- Mulholland Highway, between Declaration and Mulholland Drive. Numerous homes have their bedroom windows along this roadway link, limiting its actual capacity.

In addition to the above, the following two lane roadways have limitations which necessitate maintaining lower traffic volumes than indicated in the more general roadway performance objectives. Thus, ultimate average daily traffic should not exceed 2,400 trips on the following routes:

- Lost Hills Road, north of the Ventura Freeway. Slow moving trucks accessing the County landfill create congestion north of the Lost Hills Freeway interchange, impacting the Saratoga Hills residential area.
- Old Topanga Canyon Road, between Mulholland Highway and Park Ora. The presence of numerous driveways along this route limits its actual capacity.
- Mulholland Highway, west of Old Topanga Canyon Road. This is a rural, twisting route with many driveways, and provides access to schools. As a result, the actual capacity of the roadway is less than its theoretical capacity.

POLICIES

- A.1. In balancing competing objectives, promote avoiding significant adverse impacts to sensitive environmental features and residents' quality of life as higher priorities than moving automobiles.
- A.2. Limit the intensity and traffic generation of new residential, commercial, office, and business park development projects to that which is consistent with achieving and maintaining roadway performance objectives through general plan buildout.
- A.3. Where (1) existing or (2) projected traffic volumes at general plan buildout prevent a project from complying with Policy A.2, above, limit development to the basic development intensity identified in Table III-1 *and* to the maximum peak hour volume-to-capacity (V/C) ratio increases delineated in Table V-2.
- A.4. Exempt the construction of a single family dwelling on an existing lot designated for single family residential use from the limitations of policies A.2 and A.3. The intent of this policy exemption is to allow the owner of a single parcel of land to build a dwelling.



## AGENDA FOR THE 21ST CENTURY

Table V-2  
Allowable Project-Related Traffic Increases  
Where Roadway Performance Standards Are or Will Be Exceeded

Existing or Future Link/ Intersection LOS	Volume to Capacity (V/C) Ratio	Maximum Peak Hour V/C Increase
Rural Areas		
C	0.71 - 0.80	0.010
D	0.81 - 0.90	0.0060
E	0.91 - 1.00	0.0030
F	≥ 1.01	0.0030
Urban Areas		
D	0.81 - 0.90	0.010
E	0.91 - 1.00	0.0060
F	≥ 1.01	0.0030

Source: Willdan Associates, Planning Corporation, 1993

- A.5. Other than traffic calming devices, permit only those roadway capacity enhancement measures that are identified in Section B of the Transportation Element, including Tables V-3 through V-9. Except in cases where a pre-existing Development Agreement specifically permits or requires such improvements, prevent the construction of physical facilities that conflict with the provisions of Section B, including the LOS projections and roadway capacity enhancement measures identified in Tables V-3 through V-9.

*It is the City's intent to collect traffic improvement fees only once. Thus, where a proposed development, such as a commercial site plan or construction of a residential dwelling, has already paid traffic improvement fees through a specific plan, tract map, or other similar mechanism, additional impact fees will not be charged.*

- A.6. Because transportation capital, operation, and maintenance funds are severely limited, pursue transportation funding based on the following principles:

- Carrying capacity enhancements required by new growth are to be paid for by those who generate the need and benefit from them.
- Carrying capacity enhancements necessitated by existing development should have needed improvements financed from transportation funds, such as gasoline taxes, Transportation Development Act funds, local transportation sales taxes, etc. Freeway interchange improvements should be coordinated with Caltrans and other appropriate agencies. Where funding sources prove inadequate, roadway funds should be



AGENDA FOR THE 21ST CENTURY

augmented by assessment districts, impact fees, and related funding mechanisms.

- Existing excess road capacity should not automatically be granted to new users. In cases where existing developments have provided excess roadway capacity in order to serve future development, new development should pay for that existing capacity just as it would for new roads.
  - To the extent permitted by law, road maintenance should be paid for by road users.
- A.7. Limit roadway and intersection capacity enhancement construction to that which will maintain the integrity of Calabasas' bicycle and pedestrian circulation systems. Prohibit roadway and intersection capacity enhancements which would create gaps in the area's bicycle and pedestrian circulation systems.
- A.8. Promote the design of roadways to optimize safe traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.
- A.9. Provide aggressive enforcement of posted speed limits within residential and other areas.
- A.10. Facilitate establishment of a comprehensive and safe bicycle system which:
- contributes recreational opportunities to the community, and can serve as a partial alternative to automobile use;
  - connects major destinations within the City; and
  - provides appropriate connections to regional routes and the bicycle facilities within adjacent jurisdictions.
- A.11. Provide adequate levels of maintenance for all components of the circulation system, including roadways, sidewalks, bicycle facilities, and trails.
- A.12. Maintain an adequate supply of parking to support the function of the uses it serves, and to facilitate transportation demand management programs.
- A.13. Reduce the need for vehicular travel by:
- establishing and maintaining a comprehensive system of bicycle routes and providing appropriate facilities for bicycle riders;
  - supporting the responsible expansion of public transit services within Calabasas, including connections between major

AGENDA FOR THE 21ST CENTURY

destinations within the community and the metropolitan area;

- pursuing the expansion of dial-a-ride service to include shuttle services for major employment centers;
- promoting the use of public transit and ride sharing through development of convenient and attractive facilities;
- promoting Transportation Demand Management Programs; and
- facilitating workplace alternatives such as teleconferencing and telecommuting centers, and facilitating the ability of residents to work at home.

AGENDA FOR THE 21ST CENTURY

**B. ROADWAY AND INTERSECTION CARRYING CAPACITY  
ENHANCEMENTS**

Within the General Plan study area, seven locations were given considerable attention by the City because of the potential for severely disruption and interference of vehicle movement. In some cases, critical locations were given special attention because the potential for expanding the area's roadway network, if not properly scaled to the local neighborhood and environmental conditions, could adversely effect Calabasas' quality of life. These "Critical Intersection and Roadway Corridors" include:

- Old Topanga Road/Mulholland Highway;
- Calabasas Road/Parkway Calabasas;
- Lost Hills Road;
- Las Virgenes Road;
- Agoura Road;
- Thousand Oaks Boulevard; and
- Mureau Road.

For each of these critical locations, specific provisions have been formulated to enhance the roadway's carrying capacity while protecting significant environmental features and adjacent neighborhood areas. For each Critical Intersection and Roadway Corridor, the following information is provided in Figures V-1 through V-7 and Tables V-3 through V-9:

- recommended roadway and intersection improvements (regional, i.e., ramps and interchanges);
- specific improvements recommended for individual intersection and road segments (surface streets); and
- prohibited actions or improvements.

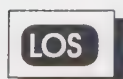
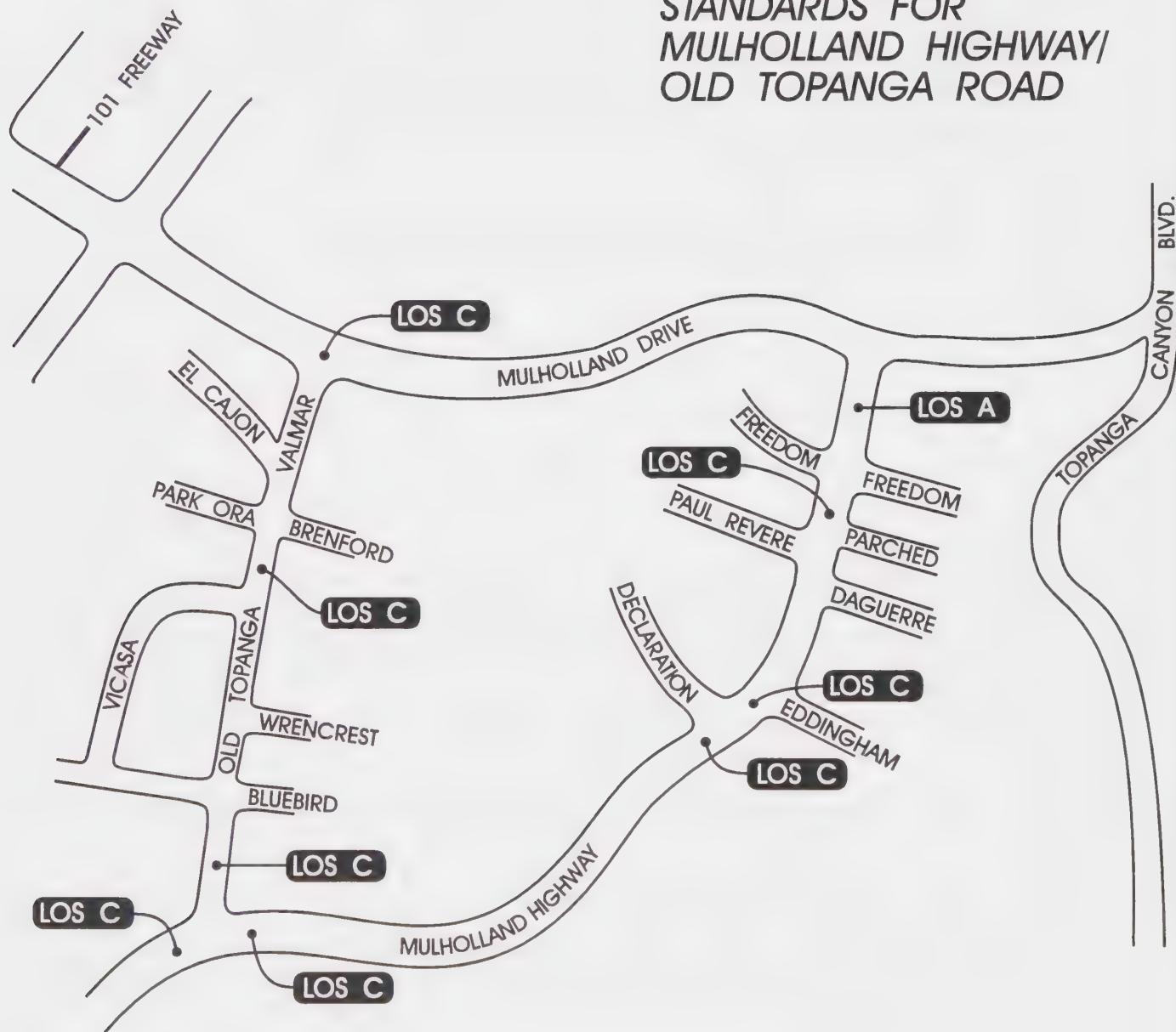
All roadways other than Critical Roadway Corridors identified in Figures V-1 through V-7 and Tables V-3 through V-9 are considered to be "Local Streets." Local streets within Calabasas are limited to two through lanes.



## GENERAL PLAN

FIGURE V-1

### LEVEL OF SERVICE STANDARDS FOR MULHOLLAND HIGHWAY/ OLD TOPANGA ROAD



LEVEL OF SERVICE

NOTE: SEE TABLE V-1 FOR FURTHER  
DEFINITION OF LEVEL OF SERVICE.

SOURCE: CITY OF CALABASAS TRAFFIC AND TRANSPORTATION COMMISSION, SEPTEMBER, 1993.



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## CITY OF CALABASAS GENERAL PLAN:

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### AGENDA FOR THE 21ST CENTURY

**Table V-3**  
**Old Topanga Road/Mulholland Highway**

<b>Location</b>	<b>Roadway and Intersection Carrying Capacity Enhancement Program</b>
<b>General Requirements</b>	Preserve the riparian habitat in the Old Topanga Canyon Road - Mulholland Highway vicinity. Maintain the rural character of lands along Old Topanga Canyon Road and Mulholland Highway in the rural areas both within and outside of the City of Calabasas consistent with scenic corridor provisions.
<b>Specific Capacity Enhancements</b>	<p>Re-stripe Mulholland Highway adjacent to Calabasas High School to provide dedicated turning lanes. Work with school officials to encourage carpools and alternate modes of transportation.</p> <p>At Old Topanga Canyon Road between Bluebird and Mulholland Highway, a left turn lane with sufficient stacking distance for traffic entering Calabasas High School shall be maintained.</p>
<b>Prohibited Actions</b>	<p>In order to protect existing and future rural land uses and to limit future increases in traffic through residential neighborhoods:</p> <p>No widening of Mulholland Highway to create additional travel lanes shall be permitted west of Old Topanga Canyon Road to the City boundary.</p> <p>No widening of Old Topanga Canyon Road to create additional travel lanes shall be permitted between Mulholland Highway and Park Ora.</p>

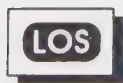
Source: Calabasas Traffic and Transportation Commission, 1993.



CITY of CALABASAS

## GENERAL PLAN

### FIGURE V-2 LEVEL OF SERVICE STANDARDS FOR CALABASAS ROAD/ PARKWAY CALABASAS



LEVEL OF SERVICE



FREEWAY CORRIDOR  
BUSINESS AND SHOPPING

NOTE: SEE TABLE V-A FOR FURTHER  
DEFINITION OF LEVEL OF SERVICE.

SOURCE: CITY OF CALABASAS TRANSPORTATION COMMISSION, SEPTEMBER, 1993.

## AGENDA FOR THE 21ST CENTURY

Table V-4  
Calabasas Road/Parkway Calabasas

Location	Roadway and Intersection Carrying Capacity Enhancement Program
<b>General Requirements</b>	<p>Preserve the semi-rural character of Calabasas Road west of Parkway Calabasas. This route is being pursued as a four lane freeway alternative/emergency route linking with a new Mureau Road bridge west of the existing bridge near the present terminus of Calabasas Road. In determining the feasibility of widening Calabasas Road east of the future bridge, it is important to protect historic buildings (such as the Pelican's Retreat) and to avoid environmental degradation of significant biological habitats.</p> <p>Preserve the historic character of the Old Town Calabasas heritage district (east of Park Granada). Any changes to the existing roadway configuration shall be consistent with the area's historic character and shall conform to the City's Old Town Master Plan.</p>
<b>Specific Capacity Enhancements</b>	<p>The existing freeway interchanges at Parkway Calabasas and Mulholland Drive/Valley Circle are inadequate, and will be upgraded. The reconfigured interchanges are reflected in Figure V-2.</p> <p>Park Sorrento south and west of Park Granada, as well as Park Sorrento east of Park Granada are intended to serve adjacent residential areas, and are not to be used to move traffic from Calabasas Park Centre. Park Sorrento between Park Granada and Parkway Calabasas is intended to function as the primary collection for that project.</p> <p>The design of intersection and roadway improvements related to the Ahmanson-Kilroy project shall be reviewed periodically (as provided for in the Ahmanson-Kilroy development agreement). The design of Park Sorrento (and related intersections surrounding the Ahmanson-Kilroy project) shall effectively provide for access to this development without impacting adjacent residential neighborhoods.</p> <p>Traffic speeds within Old Town shall be carefully regulated to maintain the character of the area. Boardwalks, rail fencing, and similar features, as identified in the Old Town Master Plan, will be encouraged or required to separate vehicle and pedestrian movements. Provision shall be made for adequate bicycle facilities in Old Town. Tram service shall be pursued to reduce traffic and parking congestion within Old Town and to connect Old Town to other areas.</p>
<b>Prohibited Actions</b>	<p>No street widening or re-striping shall be permitted to create additional lanes of through traffic (two lanes existing) along the segment of Calabasas Road within the boundaries of Old Town Calabasas. Restriping to create additional travel lanes within the Old Town area, other than that which is necessary to utilize a parking as a travel lane during the peak hour, thereby creating a three lane road (two travel lanes in one direction, and one in the other), is prohibited.</p> <p>Calabasas Road west of Parkway Calabasas shall not be extended beyond a relocated Mureau Road bridge to connect to Agoura Road at Las Virgenes Road. This segment of road cannot be improved without major grading, exposure of unstable slopes, removal of oak woodlands, and disruption of other sensitive ecological areas. However, the existing two lane road section may be extended to provide access to private properties.</p> <p>In order to preserve natural hillsides and biotic habitats, and avoid geologic constraints, Parkway Calabasas shall not be completed through to Las Virgenes Road.</p>

Source: Calabasas Traffic and Transportation Commission, 1993.

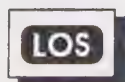
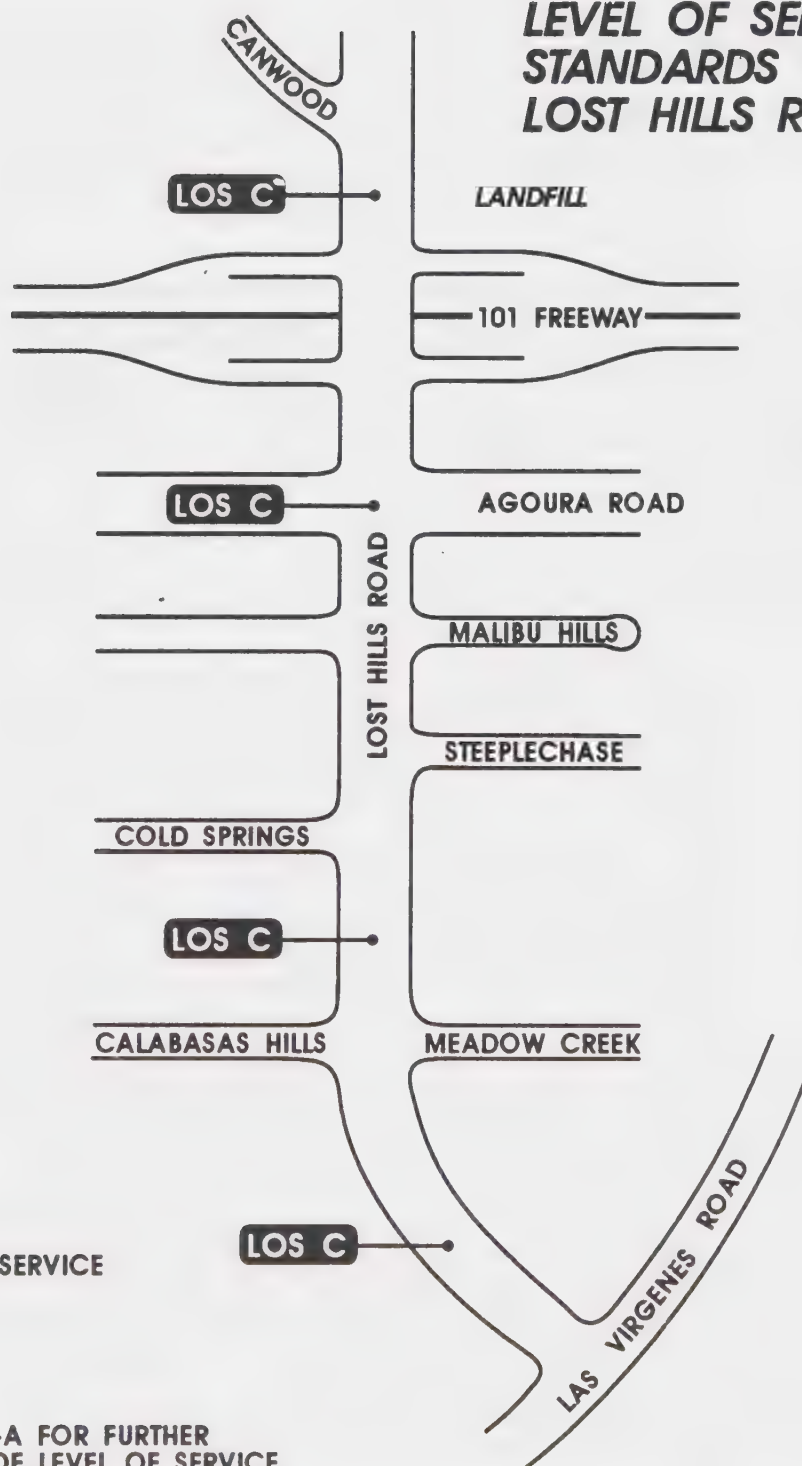
September 6, 1995



CITY of CALABASAS

GENERAL PLAN

FIGURE V-3  
LEVEL OF SERVICE  
STANDARDS FOR  
LOST HILLS ROAD



LEVEL OF SERVICE

NOTE: SEE TABLE V-A FOR FURTHER  
DEFINITION OF LEVEL OF SERVICE.

SOURCE: CITY OF CALABASAS CITIZEN TRANSPORTATION COMMITTEE, MARCH, 1993.



AGENDA FOR THE 21ST CENTURY

Table V-5  
Lost Hills Road

Location	Roadway and Intersection Carrying Capacity Enhancement Program
General Requirements	<p>In conjunction with the Las Virgenes Unified School District prepare and implement a program to provide safe pedestrian crossings of Lost Hills Road.</p> <p>Provide noise attenuation as part of any future roadway improvement work along this corridor. Attenuation may include, but is not limited to the use of rubberized asphalt street overlay and incorporating berms and sound walls into landscaping programs.</p>
Specific Capacity Enhancements	<p>The ingress and egress points for the Steeplechase Community shall be improved to provide enhanced visibility and safety for residents entering and leaving this community. An improvement plan for this location shall be prepared and funded through the City's Cumulative Traffic Impact Fee Program to enhance area aesthetics and traffic safety. Parking limitations at the main entrance to the community and along all cross streets shall be considered in this improvement plan.</p> <p>Increase the carrying capacity of the freeway interchange and bridge structure to accommodate projected traffic by increasing the number of lanes on the bridge or through construction of a "roundabout" system.</p> <p>In the commercial and office district south of Highway 101 between the Freeway offramps and Agoura Road, facilitate the movement of commuter and commercial traffic from the Ventura Freeway Interchange through the construction of interim and permanent roadway improvements.</p>
Prohibited Actions	<p>In order to protect existing commercial neighborhoods:</p> <p>Street widening shall be prohibited along Lost Hills Road north of the Ventura Freeway.</p> <p>Driver Road shall not be extended as a through route in order to protect the residential character of existing neighborhoods.</p>

Source: Calabasas Traffic and Transportation Committee, 1993.

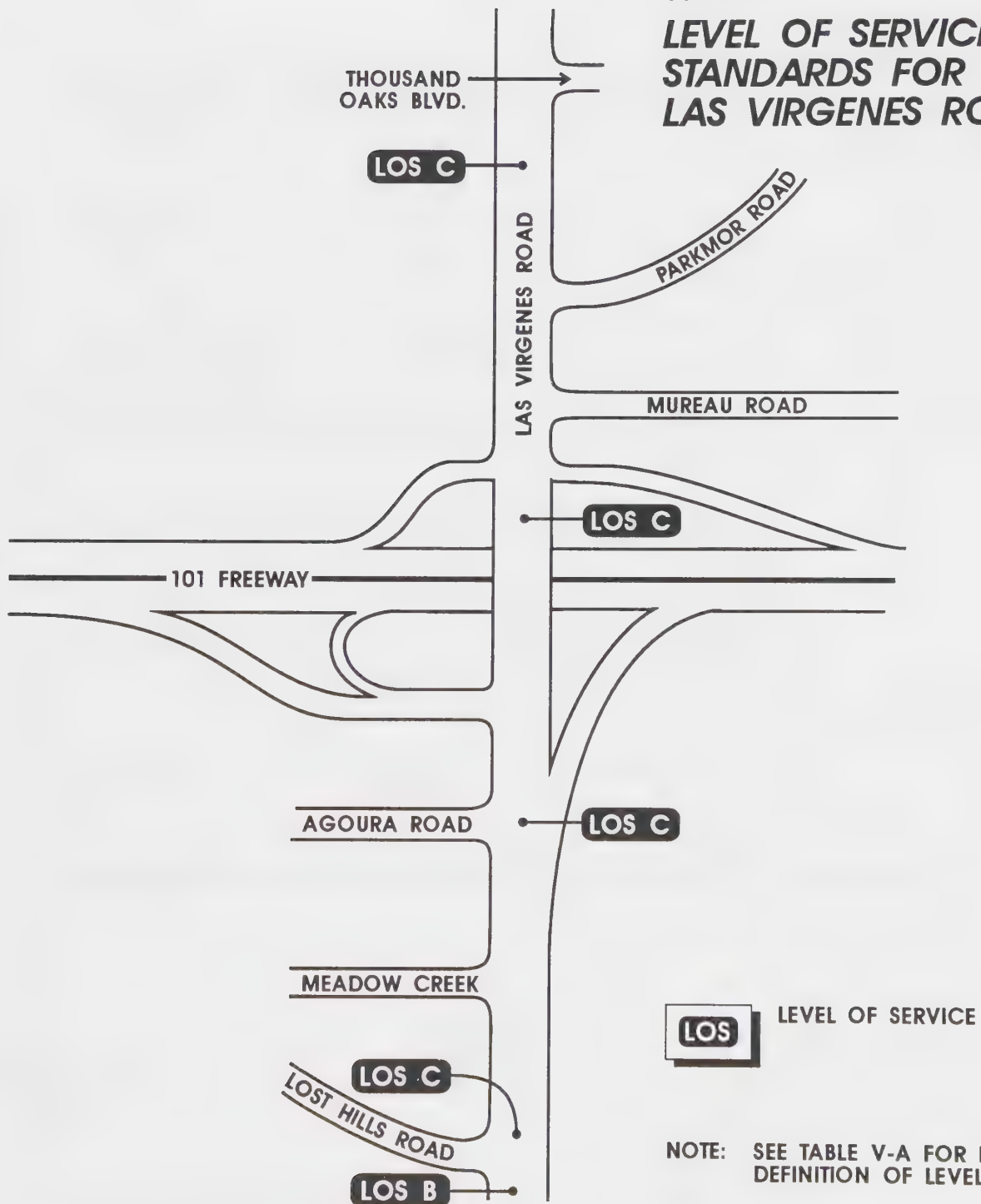


CITY of CALABASAS

GENERAL PLAN

FIGURE V-4

LEVEL OF SERVICE  
STANDARDS FOR  
LAS VIRGENES ROAD



SOURCE: CITY OF CALABASAS TRANSPORTATION COMMISSION, SEPTEMBER, 1993.

AGENDA FOR THE 21ST CENTURY

Table V-6  
Las Virgenes Road

Location	Roadway and Intersection Carrying Capacity Enhancement Program
General Requirements	<p>Prepare and implement a specific traffic management plan for the segment of Las Virgenes Road between Highway 101 south to Lost Hills Road to facilitate that function and improve traffic safety. This plan shall consider new signals, signal timing adjustments, re-striping, landscaping, signage, bicycle lanes, and improved turning movements in and out of driveways and side streets. Work with the Las Virgenes Unified School District to provide safe vehicular and pedestrian access to district facilities along the roadway. The plan shall also pursue reducing the number of driveways and left turn movements along Las Virgenes Road.</p> <p>Provide noise attenuation as part of any future roadway improvement work along this corridor. Attenuation may include, but is not limited to the use of rubberized asphalt street overlay and incorporating berms and sound walls into landscaping programs.</p> <p>Facilitate consolidation of existing access points and elimination of conflicting left turn movements north of Agoura Road, and minimize the number of access points along the length of Las Virgenes Road. Access points for existing and proposed developments along Las Virgenes Road south of the freeway shall be coordinated to mitigate conflicting turning movement problems (both existing and predicted design problems). The range of solutions to be considered include but are not limited to appropriate placement of traffic signals, marked crosswalks, and pedestrian overpasses.</p> <p>South of the Ventura Freeway, improvements for pedestrian and bicycle travel shall be provided south to Mulholland Highway.</p> <p>The improper alignment of the access point along the west side of Las Virgenes Road south of Agoura Road shall be corrected, to achieve a right angle intersection.</p>
Specific Capacity Enhancements	<p>Appropriate widening programs scaled to future buildout shall be required of all discretionary developments contributing traffic to Las Virgenes Road (south of the Ventura Freeway). The ultimate maximum roadway configuration shall be six (6) through lanes between the Ventura Freeway and Agoura Road, and four (4) through lanes between Agoura Road and Lost Hills Road, two (2) northbound and two (2) southbound lanes, with appropriate related intersection design.</p>
Prohibited Actions	<p>In order to protect habitat linkages, as well as in recognition of the location of Malibu Creek to the west of the roadway and steep slopes to the east, widening or provision of more than travel two lanes south of Lost Hills Road is prohibited.</p> <p>In order to protect the existing residential neighborhood north of the Ventura Freeway, creation of additional through lanes north of Mureau Road is prohibited.</p>

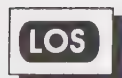
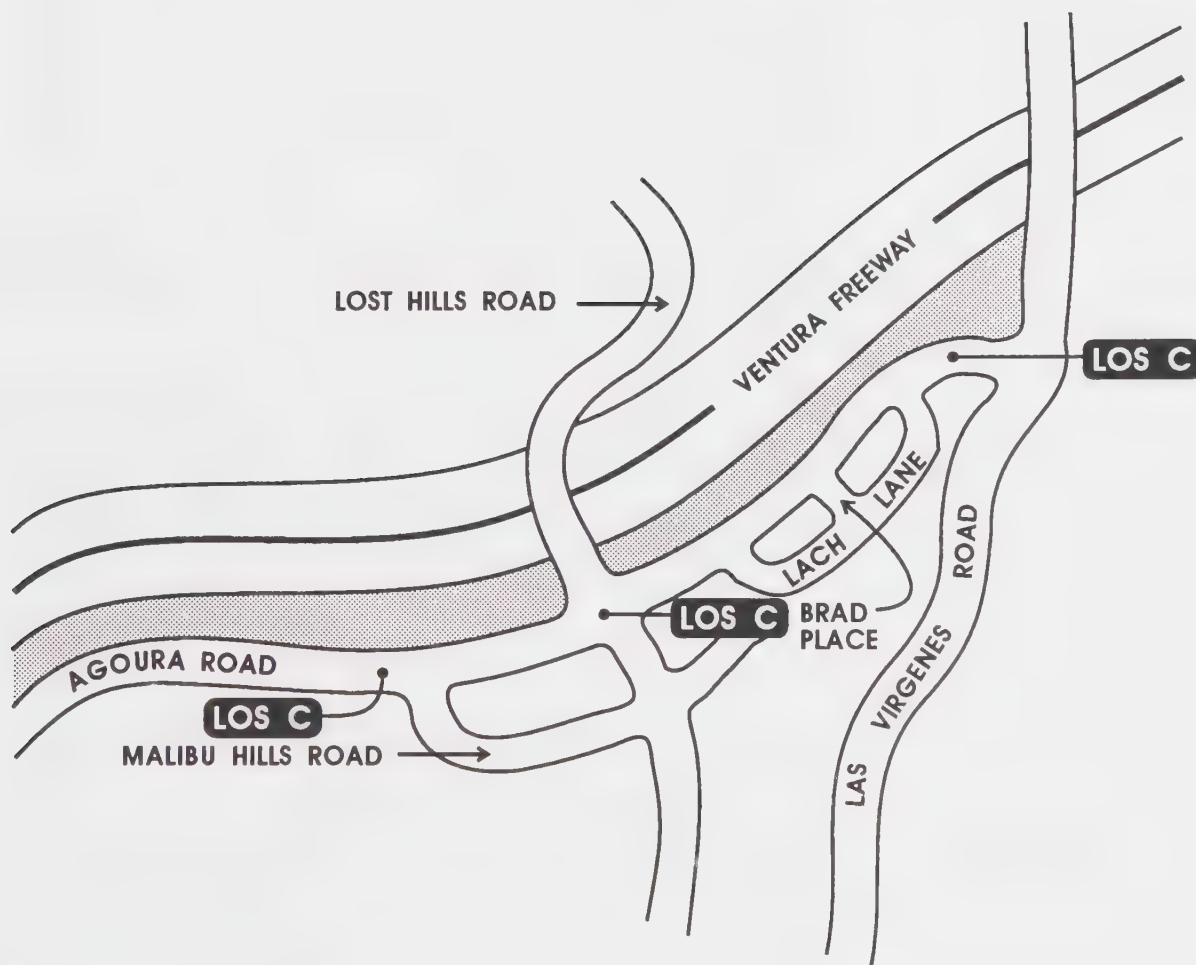
Source: Calabasas Traffic and Transportation Commission, 1993.



CITY of CALABASAS

GENERAL PLAN

FIGURE V-5  
LEVEL OF SERVICE  
STANDARDS  
FOR AGOURA ROAD



LEVEL OF SERVICE



FREEWAY CORRIDOR  
BUSINESS AND SHOPPING

NOTE: SEE TABLE V-A FOR FURTHER  
DEFINITION OF LEVEL OF SERVICE.

SOURCE: CITY OF CALABASAS TRANSPORTATION COMMISSION, SEPTEMBER, 1993.



AGENDA FOR THE 21ST CENTURY

Table V-7  
Agoura Road

Location	Roadway and Intersection Carrying Capacity Enhancement Program
General Requirements	Maintain Agoura Road as a through arterial roadway alternative to the Ventura Freeway west of Las Virgenes Road into the City of Agoura Hills. Provide local access to business uses within the freeway corridor.  Consolidate driveways and restrict on-street parking, where necessary, to maintain the carrying capacity of the roadway.
Specific Capacity Enhancements	Dedicated turn lanes shall be provided at intersections with Lost Hills Road and Las Virgenes Road to improve intersection efficiency. The existing two lane bridge west of Las Virgenes Road is to be widened to accommodate four through lanes.
Prohibited Actions	None

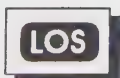
Source: Calabasas Traffic and Transportation Commission, 1993.



CITY of CALABASAS

GENERAL PLAN

FIGURE V-6  
LEVEL OF SERVICE  
STANDARDS FOR  
THOUSAND OAKS  
BOULEVARD



LEVEL OF SERVICE

NOTE: SEE TABLE V-A FOR FURTHER  
DEFINITION OF LEVEL OF SERVICE.

SOURCE: CITY OF CALABASAS TRANSPORTATION COMMISSION, SEPTEMBER, 1993.

AGENDA FOR THE 21ST CENTURY

Table V-8  
Thousand Oaks Boulevard

Location	Roadway and Intersection Carrying Capacity Enhancement Program
General Requirements	<p>Maintain Thousand Oaks Boulevard as a local collector roadway for the existing residential developments north of the Ventura Freeway.</p> <p>Provide streetscape landscaping along the existing roadway section west of Parkmor Road to reduce Thousand Oaks Boulevard from a four lane to a two lane section and improve roadway aesthetics. In addition, construction of a landscape median, sidewalks, and bicycle lanes are to be provided.</p>
Specific Capacity Enhancements	None
Prohibited Actions	<p>In order to protect existing residential neighborhoods:</p> <p>Improvements (other than completion of curbs and gutters) and road widening shall not be permitted along Thousand Oaks Boulevard west of Parkmor Road. The roadway should be restricted to a two-lane section.</p> <p>Thousand Oaks Boulevard shall not be used as an arterial connection between the Ventura Freeway and potential developments north of Calabasas in Ventura County.</p>

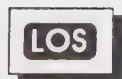
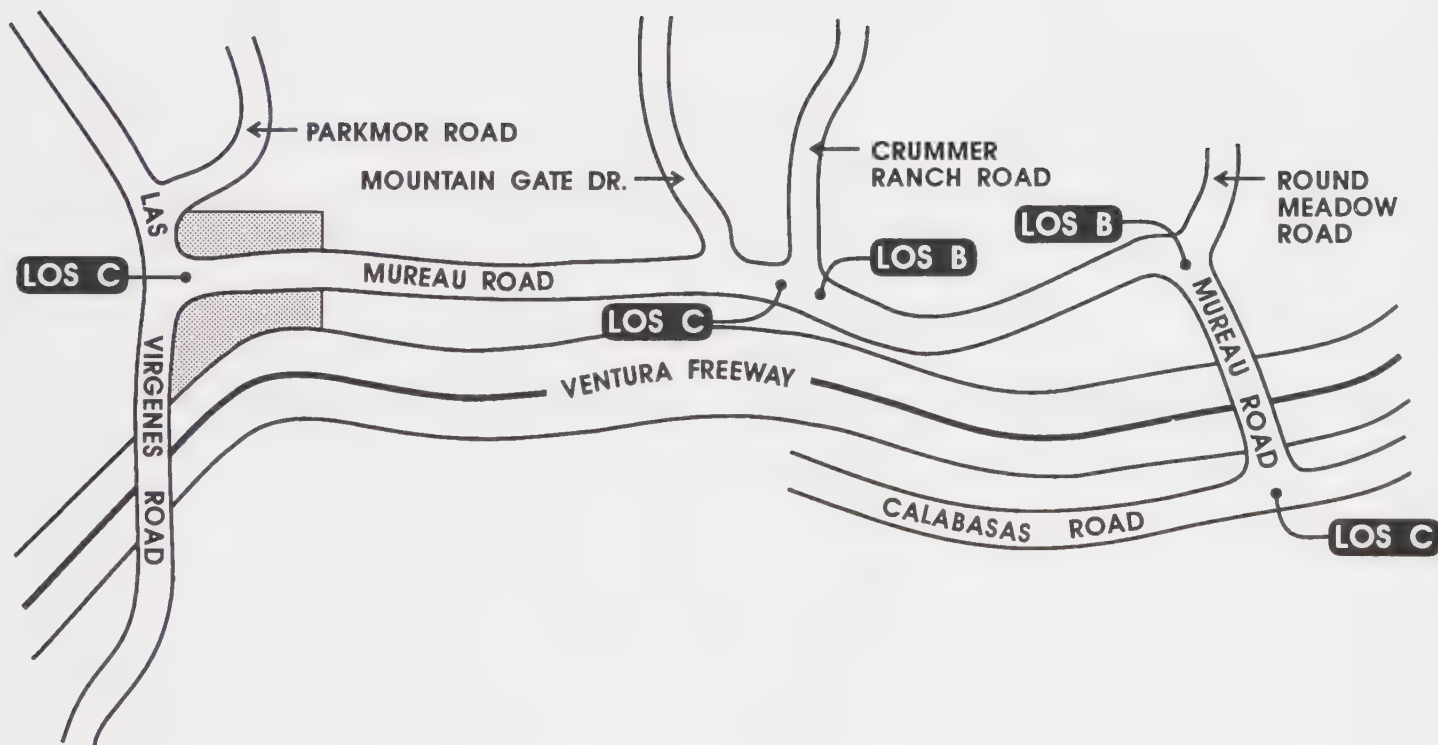
Source: Calabasas Traffic and Transportation Commission, 1993.



CITY of CALABASAS

## GENERAL PLAN

### FIGURE V-7 LEVEL OF SERVICE STANDARDS FOR MUREAU ROAD



LEVEL OF SERVICE



FREEWAY CORRIDOR  
BUSINESS

NOTE: SEE TABLE V-A FOR FURTHER  
DEFINITION OF LEVEL OF SERVICE.

SOURCE: CITY OF CALABASAS TRANSPORTATION COMMISSION, SEPTEMBER, 1993.

LSA

- LSA Associates
- Urban Research Associates
- Urban Design Studio



AGENDA FOR THE 21ST CENTURY

Table V-9  
Mureau Road

Location	Roadway and Intersection Carrying Capacity Enhancement Program
General Requirements	Maintain Mureau Road as the primary access from the Calabasas Commerce Center and the Mountain View Estates residential community west along Mureau Road to the Ventura Freeway via Las Virgenes Road. Pursue relocation of the present bridge over the Ventura Freeway with a new, four lane bridge to be located west of the present bridge. If construction of such a new bridge is feasible, both Mureau Road west of the bridge and Calabasas Road to the east will be extended as four lane routes to the new bridge, thereby providing a four lane through route alternative to the freeway between Parkway Calabasas and Las Virgenes Road.
Specific Capacity Enhancements	If relocation of the present freeway overcrossing is feasible, widen Mureau Road to four through lanes from Crummer Canyon to the new bridge.
Prohibited Actions	<p>Road widening or other improvements, except for the provision of bicycle facilities, shall not be permitted along Mureau Road east of Mountain Gate Drive, unless the present freeway bridge is relocated to the west. This will avoid impacts to significant biological impacts along this segment. The existing two lane road configuration shall be maintained within the existing roadway alignment to enable use of this road segment as a secondary alternative/emergency route parallel to the Ventura Freeway east of Crummer Canyon or the new freeway bridge (if it is relocated).</p> <p>In order to minimize impacts on the Mountain View Estates neighborhood that might result from relocation of the Mureau Road bridge, a new freeway interchange between Parkway Calabasas and Las Virgenes Road is prohibited.</p>

Source: Calabasas Traffic and Transportation Commission, 1993.

**AGENDA FOR THE 21ST CENTURY**

**C. BIKEWAY SYSTEM**

**OBJECTIVE**

Establish and maintain a system of bicycle facilities to provide an alternative to vehicular travel to schools, park and natural areas, and places of employment, and to provide recreational opportunities.

**GENERAL PLAN APPROACH**

In Southern California, there has been a resurgence of interest in bicycling, both for recreational purposes and as a quiet, non-polluting means of transport. Bikeways are becoming increasingly important because they are a non-polluting alternative mode of transport, and provide links to schools, civic and neighborhood centers, shopping, employment, and other trails within the region. Figure V-8 (Calabasas Bikeways Plan) identifies existing and proposed routes within the study area, as well as routes connecting to similarly designated routes in neighboring communities.

Creating a system of bicycle facilities for Calabasas is important, both as recreation and transportation. The hilly nature of the General Plan study area is a significant constraint to the widespread use of bicycles as a means of transportation and recreation within the Calabasas area. Despite the area's hilly terrain, there are many Calabasas residents who would choose to use bicycles for transportation and recreation, but are discouraged from doing so because of a lack of access and safety concerns.

By striping bicycle routes throughout the City, riders will be able to travel with a greater sense of security. Thus, the City's vision is to establish a system of bicycle routes along major north-south and east-west routes within the City as shown in the General Plan Environmental Management Program. This system has been designed to encourage bicycle travel as an alternative when:

- commuting to school or work;
- riding for recreation or fitness along roadways; and
- riding off-road in the hills and mountains of Calabasas.

To facilitate the use of bicycles in Calabasas, the General Plan accomplishes the following:

- establishes a system of bicycle facilities connecting residential areas to schools, parks, and employment and shopping areas;

AGENDA FOR THE 21ST CENTURY

- coordinates the system that is planned within the City with systems planned by Los Angeles County and adjacent communities;
- requires the provision of parking, security, and shower facilities (where feasible) at key destinations; and
- facilitates ongoing bicycle education and safety programs.



# CITY of CALABASAS GENERAL PLAN

FIGURE V-8  
BIKEWAYS

## LEGEND

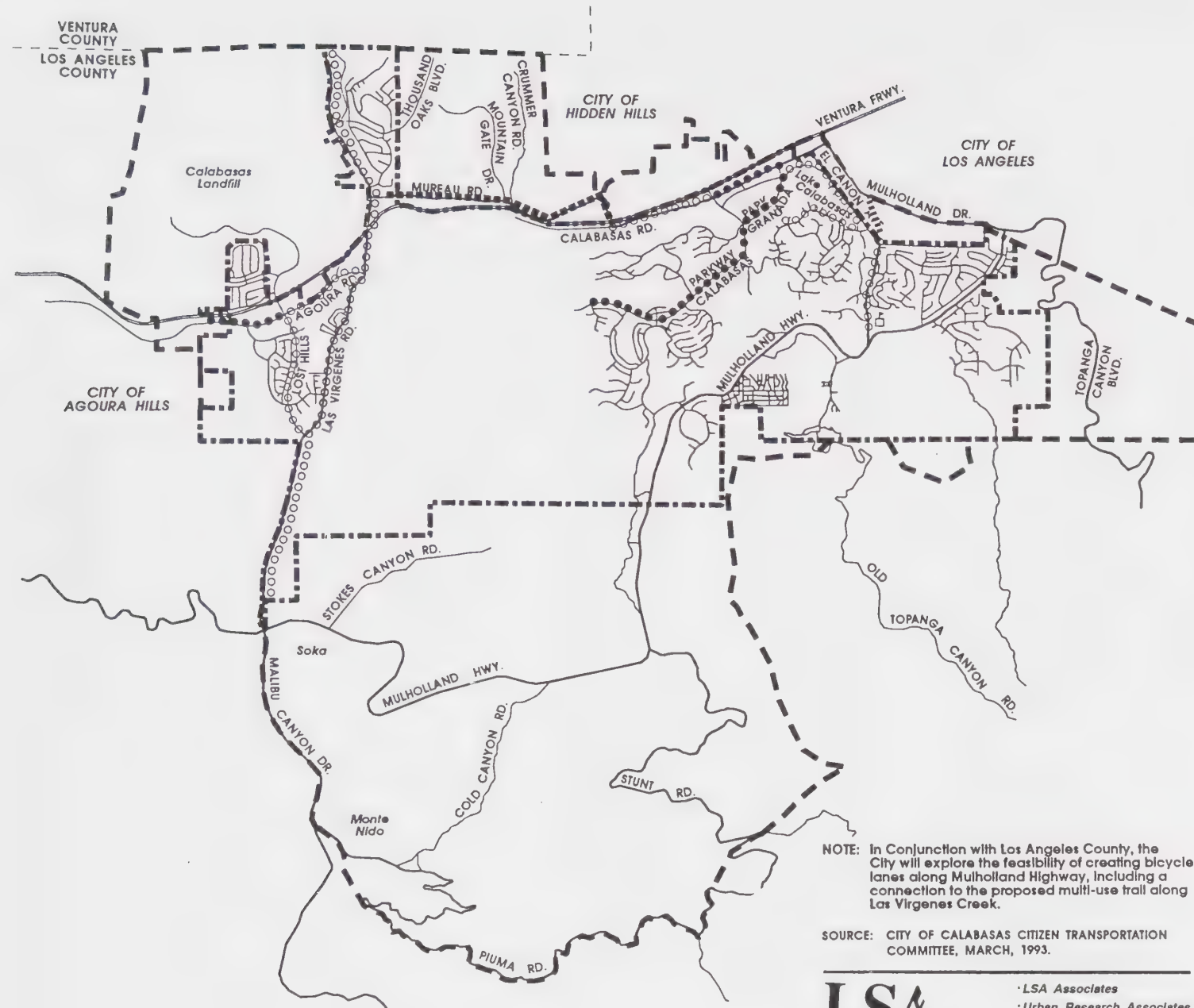
-  CITY LIMITS
-  STUDY AREA BOUNDARY
-  EXISTING BIKE LANES
-  PROPOSED BIKE LANES
-  PROPOSED WITH CITY OF L.A. COOPERATION
-  PROPOSED WITH COUNTY COOPERATION

NOTE: In Conjunction with Los Angeles County, the City will explore the feasibility of creating bicycle lanes along Mulholland Highway, including a connection to the proposed multi-use trail along Las Virgenes Creek.

SOURCE: CITY OF CALABASAS CITIZEN TRANSPORTATION COMMITTEE, MARCH, 1993.

**LSA**

• LSA Associates  
• Urban Research Associates  
• Urban Design Studio

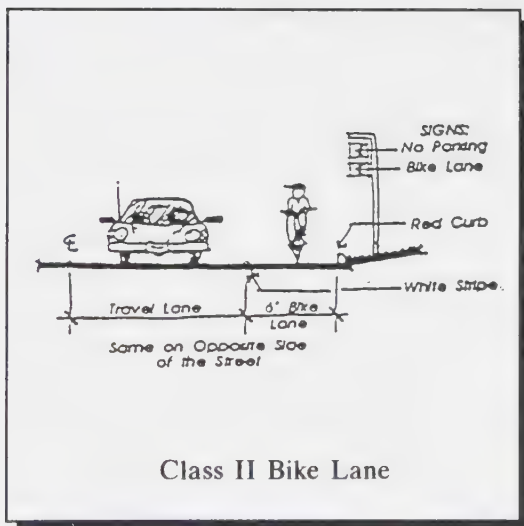
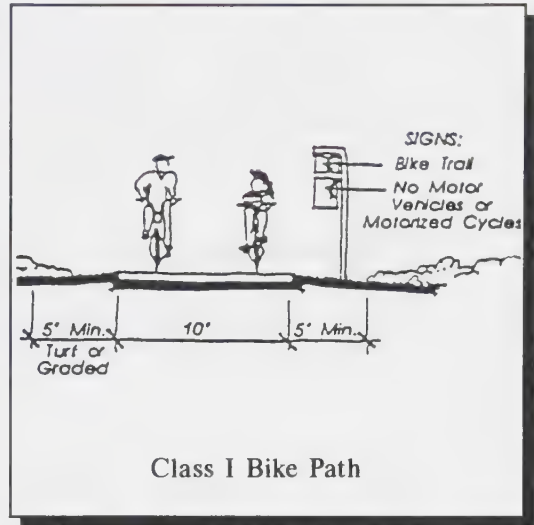




## AGENDA FOR THE 21ST CENTURY

The State of California identifies bicycle facilities in three classifications, according to the degree of exclusiveness with which the paths are preserved for bicycle use. The classifications do not constitute a hierarchy of bikeways. Each class has its appropriate application, and may include other uses such as hiking, equestrian and pedestrian modes.

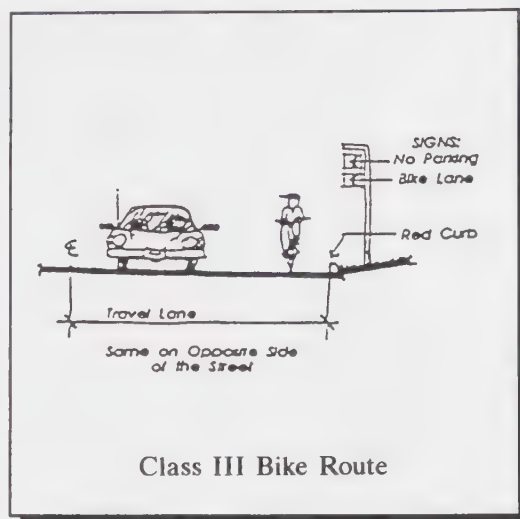
**Class I Bike Path:** A Class I Bike Path serves corridors which are not served by streets and highways or where wide rights-of-way exist, permitting such facilities to be built separate from roadway traffic. These alternative transportation routes may serve a variety of users. Bike paths can provide recreational opportunities for bicycles, equestrian and pedestrian users, or in some instances, may serve as high speed commute routes where vehicle cross traffic can be minimized. Existing opportunities for the designation of bike paths in the City is somewhat limited because of environmental considerations.



**Class II Bike Lanes:** Class II Bike Lanes are intended to delineate the on-street rights-of-way assigned to bicyclists and motorists, and to provide for more predictable movements of each. Where adequate roadway width is or can be made available, Class II Bike Lanes are to be provided.

AGENDA FOR THE 21ST CENTURY

**Class III Bike Route:** Class III bicycle facilities are considered shared facilities, which serve either to provide continuity to other bicycle facilities, or designate preferred routes through high demand corridors. Such bikeways are generally designated using signage along the roadway without special street striping; however, due to limited rights-of-way existing in many areas, all roadways which do not contain Class II Bike lanes are considered to be Class III Bike Routes, even if specific signage is not provided.



POLICIES

- C.1. Encourage bicycling, by preserving bicycle paths, lanes, and routes, and providing appropriate facilities for bicycle riders.
- C.2. Ensure that the location of bicycle facilities takes the safety and convenience of bicycle riders into consideration as the primary concern.
- C.3. In hillside and mountainous areas where it is not possible to stripe continuous bicycle lanes along the bikeways identified in Figure V-8, pursue the striping of bicycle lanes in areas where marked lanes are needed to prevent conflicts between bicycle riders and motorists.

## **VI. ENVIRONMENTAL HAZARDS**





AGENDA FOR THE 21ST CENTURY

**VI. ENVIRONMENTAL HAZARDS**

This portion of the Calabasas General Plan deals with human safety. Residents, workers, and visitors to Calabasas are exposed to a wide variety of hazards that result from natural phenomena, human intervention, and accidents. These hazards, which are similar in nature and extent in the Calabasas area to other areas of Southern California, can cause loss of life, bodily injury, and property damage. Since elimination of all potential risk associated with environmental hazards within the community is physically and economically impossible, the City of Calabasas and its citizens must set guidelines for what degree of risk is acceptable for various natural and man-made hazards.

Risk is a product of how often an event is likely to occur and how severe the consequences of its occurrence will be. The potential for significant safety impacts increases as each of these two parameters increases. It is the intent of the City's environmental hazards management vision to eliminate *significant* risks. "Significant" risks range from those which have a major "Severity of Consequence" and which are virtually certain to result, to those which have disastrous Severity of Consequence, but which occur rarely. These significant risks have been determined to be unacceptable in Calabasas' vision of its future. Table VI-1 identifies those scenarios which involve significant, unacceptable risks.

For new development, the General Plan emphasizes first avoiding risks by locating development away from hazard areas, and second, regulating construction so as to mitigate risks to acceptable levels. In requiring physical mitigation of hazards, it is the City's specific intent that the mitigation of environmental hazards shall be consistent with the General Plan's environmental protection policies. The General Plan further aims at ensuring that new development does not overburden the ability of disaster agencies to provide relief services in the event of an emergency. The City will also continue its efforts to increase community awareness of hazards, and how to minimize their negative consequences.

**A. GEOLOGY AND SEISMICITY**

**OBJECTIVE**

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic groundshaking and other geologic events consistent with the definition of acceptable and unacceptable risks outlined in Table VI-1.

**GENERAL PLAN APPROACH**

Although site specific geologic studies have been prepared in the past and their recommendations have been implemented as part of the development review process, slope failure has continued to be a problem in hillside areas. The knowledge gained from successful and unsuccessful implementation of geologic report recommendations has been applied to limit development intensity and potential landform modification in areas with a high susceptibility to slope failure problems.

**AGENDA FOR THE 21ST CENTURY**

**Table VI-1  
Significant, Unacceptable Safety Risks**

		SEVERITY OF CONSEQUENCE <sup>1</sup>				
		Negligible	Minor	Major	Severe	Disastrous
FREQUENCY OF OCCURRENCE <sup>2</sup>	Frequent					
	Likely					
	Unlikely					
	Rare					
	Extraordinary					

**<sup>1</sup> SEVERITY OF CONSEQUENCE CLASSIFICATIONS**

Negligible	No significant risk to the public, with no injuries and only minor property damage.
Minor	Small levels of public risk, with at most a few minor injuries and minor property damage.
Major	Major level of public risk with up to 10 severe injuries and significant property damage within a limited area or moderate property damage over a large area.
Severe	Severe public risk with up to 100 severe injuries or up to 10 fatalities, with significant property damage over a large area.
Disastrous	Disastrous public risk involving more than 100 severe injuries or more than 10 fatalities, with significant property damage over a large area.

**<sup>2</sup> FREQUENCY OF OCCURRENCE**

	<u>Average Frequency</u>	<u>Description</u>
Frequent	Once a year or greater.	An event which would occur at least once a year on the average.
Likely	Between once a year and once in 100 years.	An event which would probably happen once in an average person's lifetime or once during the useful life of a building.
Unlikely	Between once in 100 years and once in 10,000 years.	An event which is possible, but is not expected to happen during the useful life of a development project.
Rare	Between once in 10,000 years and once in 1 million years.	An event which has occurred on a worldwide basis, but only a few times.
Extraordinary	Less than once in 1 million years.	An event which has never occurred, but which could occur.

Source: Santa Barbara County, 1992.

**AGENDA FOR THE 21ST CENTURY**

The City of Calabasas will require building design to be commensurate with the expected level of groundshaking in a major earthquake, based on site-specific soils and geologic conditions, as well as on the level of risk associated with potential damage to the building. Thus, high occupancy buildings and buildings which serve needed disaster recovery functions need to be designed to withstand a greater degree of groundshaking than low occupancy, low risk buildings. For all buildings, once environmental protection policies are met, construction techniques will be regulated according to the most recent Uniform Building Code or increased requirements as necessary to reduce geologic and seismic risks to acceptable levels.

**POLICIES**

- A.1. Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk, as defined in Table VI-1, from potential seismic hazards resulting from ground motion or fault rupture.
- A.2. Facilitate rapid physical and economic recovery following an earthquake or geologic disaster through the early identification of potentially hazardous conditions and implementation of effective standards for seismic design of structures.
- A.3. Emphasize avoidance of development within potential landslide areas and areas with severe soils limitations as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.
- A.4. Where engineering solutions to slope stability constraints are required, implement landform grading programs so as to recreate a natural hillside appearance to the extent feasible.
- A.5. Prohibit the use of engineering solutions undertaken pursuant to Policy A.4 above, as an impetus for increasing the allowable intensity of a development site.

**AGENDA FOR THE 21ST CENTURY**

**B. STORMWATER MANAGEMENT AND FLOODING**

**OBJECTIVE**

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from flooding consistent with the definition of acceptable and unacceptable risks outlined in Table VI-1.

**GENERAL PLAN APPROACH**

The primary concept for stormwater management and flood control is to maintain natural drainage courses in their natural condition, and to locate and design new development so as to avoid flood hazard areas.

**POLICIES**

- B.1. Incorporate adequate mitigation measures into proposed development projects to achieve an acceptable level of risk, as defined in Table VI-1, from potential flooding hazards.
- B.2. Emphasize avoidance of development within flood hazard areas and retention of natural drainage as the City's preferred management strategy, and as a higher priority than attempting to implement engineering solutions.
- B.3. Ensure that new flood control and drainage facilities as well as improvements to existing facilities are consistent with the General Plan's environmental protection standards.
- B.4. Within discretionary development projects subject to General Plan consistency findings, prohibit incremental downstream increases in runoff from the development.



**AGENDA FOR THE 21ST CENTURY**

**C. FIRE HAZARDS**

**OBJECTIVE**

Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from urban and wildland fires consistent with the definition of acceptable and unacceptable risks outlined in Table VI-1.

**GENERAL PLAN APPROACH**

By limiting the number of people within high fire hazard areas, the potential for disastrous fires can be reduced. Thus, the General Plan Land Use Map limits the intensity of development in areas subject to significant wildland fire hazards. In addition, performance standards are to be applied to new development to ensure adequate fire fighting response time to new development within urban and rural areas. Design-related performance standards aim to decrease the likelihood that a wildland fire will start, and to increase the safety of structures in the event of a wildland fire.

**POLICIES**

- C.1. Promote fire prevention as the City's preferred management strategy; facilitate programs aimed at the prevention of fires.
- C.2. Emphasize avoidance of development, limitations on development intensity, and sensitive siting of structures within hazardous fire areas as a higher priority than the destruction of significant biological resources to create fire breaks and fuel modification areas to protect new development.
- C.3. Minimize the biological impact of fuel modification activities to that which is necessary to achieve the level of safety identified in Table VI-1.
- C.4. Require that new development within areas subject to wildland fires is designed and sited in a manner which minimizes the threat of loss from wildland fire.
- C.5. Ensure that new development within areas subject to wildland fires is designed so as to facilitate access by firefighting equipment and maintain adequate evacuation routes for residents.
- C.6. Restrict development within areas which do not have adequate water pressure or fire flows until sufficient pressure and fire flows can be reliably provided.

**AGENDA FOR THE 21ST CENTURY**

**D. NOISE**

**OBJECTIVE**

Achieve and maintain noise compatible land use relationships consistent with the nature and character of individual land uses within the General Plan study area as outlined in Table VI-2.

# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table VI-2  
Interior/Exterior Noise Standards

Land Use	Maximum Exterior	Maximum Interior
Urban Single Family, and Multi-Family Residential	65 dBA $L_{eq}$ <sup>1</sup>	45 dBA $L_{eq}$ <sup>1</sup>
Rural Residential	60 dBA $L_{eq}$	45 dBA $L_{eq}$
Schools:		
Classrooms	---	45 dBA $L_{eq}$ <sup>1</sup>
Playgrounds	65 dBA $L_{eq}$	---
Libraries	---	45 dBA $L_{eq}$
Hospitals/Convalescent Facilities:		
Sleeping Areas	---	45 dBA $L_{eq}$
Living Areas	65 dBA CNEL	50 dBA CNEL
Reception, General Office, Clerical	---	50 dBA $L_{eq}$
Hotels/Motels:		
Sleeping Areas	---	45 dBA $L_{eq}$
Reception, General Office, Clerical	---	50 dBA $L_{eq}$
Places of Worship	65 dBA $L_{eq}$	45 dBA $L_{eq}$
Open Space/Active Recreation Areas:	70 dBA $L_{eq}$	---
Commercial and Business Park		
Private Office	---	45 dBA $L_{eq}$
General Office	---	50 dBA $L_{eq}$
Restaurant, Retail Store, etc.	---	55 dBA $L_{eq}$
Warehousing	---	65 dBA $L_{eq}$

Source: LSA Associates, 1993.

<sup>1</sup> CNEL and  $L_{eq}$  noise rating scales are described on page V-13 of the Calabasas Community Profile.

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**GENERAL PLAN APPROACH**

Noise can have little effect or a substantially adverse effect on the use of land, depending upon the type of land use. Land uses that are susceptible to noise impacts are those where people spend considerable time inhabiting a site, and would be disturbed by loud single event or continuous noise influences. These uses include residences, schools, parks, hospitals, libraries, hotels/motels, places of worship, and auditoriums.

Land uses that are not typically affected by noise are uses that generate noise themselves or uses that are otherwise resilient to loud noise exposures. These uses include active recreation centers, offices, commercial retail centers, business parks, utility stations, etc. As a result of this varying sensitivity to noise, the General Plan established noise standards which differ by land use. These standards are based on mitigating the impact of noise upon the average person with respect to: sleep interference, impairment of speech intelligibility, and potential for permanent hearing damage with sustained high noise levels.

Land use types with the greatest sensitivity to noise thus have more stringent noise standard requirements, while non-noise sensitive land uses or uses with reduced noise sensitivity have less restrictive standards. Where the addition of a new noise source has a potential adverse affect on an existing use (particularly a sensitive noise receptor), the new noise and its source will be examined to determine if any noise standards, onsite or offsite, will be exceeded. Where noise standards will be exceeded, mitigation must be included as part of the proposed project to reduce noise levels to below the threshold criteria contained in Table VI-2. It should be noted that certain traditional mitigation measures, such as sound walls, may not be acceptable to the City due to conflict with other community objectives.

Open space resources in the City of Calabasas are areas that allow retreat from urban activities by providing tranquility and a sense of peacefulness. These open space areas contain biological resources and diversity that are important environmental considerations to the Calabasas community. Basic to the biological resources are plant communities and the wildlife that survive in those resources. In addition, wildlife moves between plant communities or habitats and open space areas along corridor systems. Clearly absent from open space areas is urban noise encroachment.

With present knowledge, a professional biological opinion is the basis for establishing a noise limit that successfully eliminates the potential adverse effects from noise on wildlife in open space areas. It is known (anecdotally) that some forms of wildlife, such as coyote, rabbits and some predatory birds have adapted quite well to nearby human activity, and hence live in close proximity to relatively high levels of noise. How these animals' population profile, migration habits and behaviors would differ if they were not impacted by human activity has not been scientifically determined.



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Studies have been conducted to determine the effects of noise on songbirds, specifically the Least Bell's Vireo. The Draft Comprehensive Species Management Plan for the Least Bell's Vireo (RECON, 1990) provides a good analysis of the existing information as it applies to songbirds. Modeling studies were performed to assess the potential effects of noise on songbirds, and this modeling was applied to the Least Bell's Vireo. As a result of these studies, RECON recommended that background noise levels from highways not exceed 60 dBA for nesting habitat. The implicit conclusion that successful Least Bell's Vireo nesting can occur at this noise level is supported by some anecdotal evidence (e.g., the average background noise recorded at ten successful Least Bell's Vireo sites on the San Luis Rey River near Oceanside, California, was 61 dBA [J.Rieger, pers. comm, 1990]).

Noise encroachment into open space areas will potentially destroy the tranquility associated with open space (including the ability to retreat from the stress of urban activity) and cause wildlife displacement where urban noises and influences exceed the tolerance levels of certain species. It is the desire of the City to prohibit the encroachment of urban noise into open space, thereby retaining the tranquility of open space as well as wildlife movement and biological diversity. Therefore, as the City's land use patterns and circulation systems mature, no new land use or improvement project will be allowed which generates noise and causes an adverse effect on open space resources.

The General Plan establishes noise compatible land use performance standards. These standards were used in creating the General Plan Land Use Map to promote a quiet environment through an appropriate pattern of land uses. In addition, the noise-related performance standards will be used in the review of proposed development to determine whether the proposal promotes acceptable noise compatible land uses, as well as to identify necessary mitigation measures.

#### POLICIES

- D.1. If a proposed development project which will create or impact existing noise sensitive land uses is proposed in a location that is within a 60 dBA or greater CNEL noise contour, require that the project applicant demonstrate that 1) no adverse noise effects on adjacent uses will occur from the project and that 2) no adverse effects will occur on the project from adjacent influences.
- D.2. Use the Land Use Compatibility for Community Noise Environments matrix (Figure V-4 of the Community Profile) to determine the compatibility of land use when evaluating proposed new land uses in the City. The matrix shall be used as a guide to assist in determining the acceptability of noise for existing or proposed land use.

In this matrix, the degree of acceptability is categorized by noise exposures that are normally acceptable, conditionally acceptable, normally unacceptable and clearly unacceptable. Action on proposed projects shall be guided according to the degree of land use/noise acceptability as follows.

- ***Normally Acceptable:*** The potential for project approval should not be encumbered by land use/noise compatibility issues.

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- ***Conditionally Acceptable:*** The potential for project approval should not be encumbered by land use/noise compatibility issues, provided the applicant has included measures or conditions that are acceptable to the Planning Director and ultimately result in land use/noise compatibility.
  - ***Normally Unacceptable:*** The potential for project denial will be considered likely as a result of land use/noise incompatibility, unless extraordinary circumstances are present that do not involve adjacent properties or uses. Overriding project benefits cannot be utilized to justify extraordinary circumstances.
  - ***Clearly Unacceptable:*** If a project falls into this category, it shall not be approved due to land use/noise compatibility issues.
- D.3. Locate and design noise-sensitive land uses and noise generators in such a manner that general plan noise objectives will be maintained.
- D.4. Emphasize the location of noise-tolerant uses and avoidance of noise-sensitive uses within noisy areas, increased setbacks, sensitive building orientation, placement of the most noise tolerant portions of a project between sensitive portions and the noise source, and architectural design as the City's preferred management strategy, and as a higher priority than construction of noise barriers.
- D.5. Incorporate noise issues into the design of transportation systems, and ensure that roadway extensions and capacity enhancement projects mitigate related noise impacts to acceptable levels.
- D.6. Incorporate the consideration of noise impacts on significant wildlife habitats into the development/environmental review process.
- D.7. Prohibit the creation of helicopter pads, except where needed for emergency services.

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**AGENDA FOR THE 21ST CENTURY**

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**E. HAZARDOUS MATERIALS****OBJECTIVES**

Protect life and property from the potential short- and long-term adverse effects of the transportation, storage, treatment, and disposal of hazardous materials within the Calabasas General Plan study area consistent with the definition of acceptable and unacceptable risks outlined in Table VI-1.

To reduce the generation of household hazardous wastes as outlined in Table VI-3.

**Table VI-3**  
**Household Hazardous Waste Reduction Goals**

	<b>1995 Goals</b>	<b>2000 Goals</b>
Used Motor Oil	To have 10 percent of the City's auto supply facilities accept used motor oil for recycling.	To have 30 percent of the City's auto supply facilities accept used motor oil for recycling.
Used Paint Cans	To have 10 percent of the City's paint supply stores accept used paint cans.	To have 30 percent of the City's paint supply stores accept used paint cans.
City Recognition Awards	Issue 10 awards to businesses that accept used materials sold by them (e.g., pesticides, household batteries, medicines).	Issue 20 awards to businesses that accept used materials sold by them (e.g., pesticides, household batteries, medicines).
Household Hazardous Waste Roundups	Conduct six roundups annually.	Conduct twelve roundups annually.
Household Batteries	Launch a special program for the collection of household batteries.	Continue program implementation.
Educational Program Objectives	Include household hazardous waste programs as part of solid waste management school curricula.  Provide ongoing household hazardous waste information to residents.	Continue program implementation.

Source: City of Calabasas Household Hazardous Waste Element

**GENERAL PLAN APPROACH**

Current law requires a "fair share" concept in relation to hazardous materials wherein each city accepts responsibility for hazardous waste management in an amount proportional to the amount of hazardous waste generated within that city. Thus, Calabasas will plan for the management of hazardous materials occurring within the City of Calabasas.

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The Los Angeles County Hazardous Waste Management Plan, which has been adopted by the City of Calabasas, requires businesses that handle, store, or generate hazardous materials to obtain certain permits and prepare certain plans based on the amount of hazardous materials involved. The City will maintain parallel requirements for businesses within Calabasas.

Recognizing that the residential sector is a major producer of hazardous wastes, Calabasas will maintain a program of household hazardous waste collection so that household hazardous wastes are collected and disposed of in a safe manner.

**POLICIES**

- E.1. Manage activities within the City of Calabasas that transport, use, store, or dispose of hazardous materials in a responsible manner which protects public health and safety.
- E.2. Promote the availability of safe and legal options for the management of hazardous wastes generated by businesses and households within the City.
- E.3. Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous household materials.
- E.4. Enforce the requirement that industrial facilities and construction sites have adequate Hazardous Materials Handling and Spill Response Plans to ensure that the goals of pollutant control are consistent with the City's public safety needs and the General Plan's water quality objectives.



**AGENDA FOR THE 21ST CENTURY**

**F. DISASTER RESPONSE**

**OBJECTIVE**

Maintain a system of emergency services and disaster response preparedness which will save lives, protect property, and facilitate recovery with a minimum of social disruption following minor emergencies, as well as major catastrophic events.

**GENERAL PLAN APPROACH**

The City will maintain an up-to-date Emergency Operations Plan to detail Calabasas' planned response to emergency situations. In addition, mutual aid agreements with regional agencies will be maintained to ensure the City's ability to receive assistance when demands for emergency services are greater than the City's available resources.

**POLICIES**

- F.1. Expand access to resources through coordination and participation in multi-jurisdictional disaster preparedness planning and operations.
- F.2. Coordinate planning activities with adjacent jurisdictions to promote the provision of quality medical and emergency medical care facilities and to identify and revise possible unnecessary constraints on their development.



## **VII. COMMUNITY DEVELOPMENT**





**AGENDA FOR THE 21ST CENTURY**

**VII. COMMUNITY DEVELOPMENT**

"Community Development" addresses a broad range of concepts that collectively support community life. The Calabasas General Plan addresses the following Community Development issues:

- Fiscal Management;
- Educational Facilities;
- Parks, Recreation, and Trails;
- Municipal Services and Facilities;
- Intergovernmental Relations;
- Municipal Boundaries;
- Urban Forestry; and
- Quality of Life.

Communities cannot exist without basic services and facilities. However, the provision of these services and facilities varies from community to community. In some areas, the City is the primary service provider; in other communities, like Calabasas, many municipal services are provided by other agencies. Careful coordination of land development with these outside agencies is needed to avoid gaps in service provision.

Prudent fiscal management is required to ensure adequate municipal income to pay for the services and facilities provided or contracted for by the City. In addition, adequate municipal income is required to provide and maintain such community amenities as parks and recreation programs. Thus, the Calabasas General Plan addresses fiscal management: the generation and maintenance of a stable stream of municipal income.

Because of the existence of critical regional issues and the complexity and institutional interrelationships involved in land use, growth management, environmental management, and provision of public services and facilities, the General Plan confronts the coordination of inter-jurisdictional activities. Two particular facets of regional coordination are addressed -- coordination of planning efforts and municipal boundaries. Coordination of planning efforts aims at defining regional solutions for large scale problems, as well as at protecting the local interests of the City of Calabasas from the potential impacts of development in other communities, particularly Los Angeles County. The General Plan also addresses strategies for maintaining rational municipal boundaries.

Finally, the Community Development Element addresses "quality of life" issues which confront Calabasas as a social, rather than a physical entity.

**AGENDA FOR THE 21ST CENTURY**

It is the goal of the Community Development Element to:

- Promote a local economy that will provide business opportunities; employment opportunities for the area's labor force; and sufficient municipal income to support the services, facilities, and amenities desired by Calabasas residents in a manner that is consistent with local social values;
- coordinate the City's growth management activities with the provision of public services and facilities to maintain acceptable levels of service provision;
- provide a wide range of opportunities for cultural and social interaction and expression by a diverse population;
- maximize individual and family self-support and reduce the need for institutional treatment and intervention for needy, and handicapped people;
- facilitate communication between the City and other agencies to achieve a regional focus on regional issues and a sensitivity to each other's needs and interests; and
- enhance citizen involvement in public affairs, thereby increasing the sensitivity and responsiveness of city government to community needs and social values.

AGENDA FOR THE 21ST CENTURY

**A. FISCAL MANAGEMENT**

**OBJECTIVES**

A stable stream of municipal income that is adequate to provide the level of municipal services desired by Calabasas residents and businesses as identified in general plan performance objectives.

A land use pattern which contributes to, rather than detracts from, the fiscal well-being of the City and assurance that new development pays for all of the infrastructure, public facilities, and service costs it creates.<sup>1</sup>

**GENERAL PLAN APPROACH**

The City of Calabasas recognizes that protecting environmental quality and enhancing the quality of life for Calabasas residents requires a stable stream of municipal income. Calabasas also recognizes that there is a price to pay for expanding the City's retail and employment sectors to generate that income stream, but will not sacrifice the area's natural environment or its residents' quality of life in the pursuit of municipal income. Calabasas places a greater priority on protecting the natural environment and the desirability of existing residential neighborhoods than on creating sales tax generating and employment generating uses. The primary intent of incorporating as the "*City of*" Calabasas was to gain a greater degree of control over the management of local affairs, and not necessarily to increase the level of services provided to area residents. The City of Calabasas intends to live within its means, and to provide services to its residents at the levels it can afford. Thus, new retail and employment generating land uses need to be compatible with community objectives related to environmental quality and the quality of existing residential neighborhoods.

The principle that "new development shall pay its own way" is a key concept of the Calabasas General Plan. Thus, the General Plan clearly defines the municipal services and facilities that will be required by new development consistent with the General Plan and requires that these services and facilities be provided to new development at no net cost to existing residents and businesses.

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<sup>1</sup> In formulating this objective, the City of Calabasas recognizes that the quality of life of Calabasas residents is the primary objective, and that the contribution of new development to the City's fiscal well-being must not outweigh issues regarding the compatibility of that development with existing neighborhoods.

**AGENDA FOR THE 21ST CENTURY**

**POLICIES**

**Strengthen Existing Businesses**

- A.1. Strengthen retail and service businesses in those sectors patronized by the local population, as well as by travelers along the Ventura Freeway, and develop programs to enhance the local market and encourage residents to shop locally.
- A.2. Maintain and strengthen the retail attractiveness of Old Town; Calabasas Road; and Ventura Freeway interchanges at Parkway Calabasas, Las Virgenes Road, and Lost Hills Road.
- A.3. Work with existing and new business park uses to maximize their sales tax generating capacity.

**Attract New Businesses**

- A.4. Expand retail opportunities within Old Town Calabasas.
- A.5. Establish and maintain a proactive program to attract commercial businesses to those locations within the City of Calabasas that the General Plan land use map has identified as being appropriate for commercial use, and work with potential commercial developments to ensure that they are compatible with the performance standards of the General Plan.
- A.6. Consider financial incentives consistent with other general plan provisions for new sales tax generating and employment generating uses where there is a clear "pay-back" to the City in the form of increased municipal revenue.

**Maintain a Balance Between Sales Tax Generating Uses  
and Residential Neighborhoods**

- A.7. Ensure that the scale of commercial nodes within the City is compatible with surrounding neighborhoods.



**AGENDA FOR THE 21ST CENTURY**

**B. EDUCATIONAL FACILITIES**

**OBJECTIVES**

Promote access for Calabasas residents to high quality local educational services by facilitating the acquisition of school sites and the construction of adequate school facilities to serve the needs of Calabasas residents and working with Las Virgenes Unified School District to promote cooperative educational programs.

Availability of convenient library facilities and book reserves at a rate of 0.5 square feet of library space and 2.5 volumes per capita.

Cooperative school/public facility planning, which will ensure provision of adequate school facilities and quality educational programs in a manner consistent with the goals and strategies of the Calabasas General Plan with respect to facility location, use type, timing, funding, recreational and social joint use programs, and the creation of an overall sense of community.

**GENERAL PLAN APPROACH**

Although the provision of school facilities is the responsibility of the local school district, the City of Calabasas will assist by working with Las Virgenes Unified School District to develop new school and park facilities together as multiple-use facilities in order to minimize costs and to maximize utilization. To the extent possible, new school and park facilities will be located and developed as integrated units serving as neighborhood cores. Existing school facilities will, to the extent feasible, be adapted and redeveloped to function as multiple-use cores to give identity to existing neighborhoods.

Mutually agreeable standards will be adopted that the City of Calabasas and Las Virgenes Unified School District will use to guide the location and design of school and joint school/park sites. New development will be required to be responsible for providing the necessary funding or resources to establish facilities commensurate to the project's impact. The City will also work with Las Virgenes Unified School District to formulate cooperative educational programs.

Calabasas will continue to work with Los Angeles County and the City of Agoura Hills to ensure that library facilities are expanded in relation to future population growth. In addition to maintaining a branch library within the City of Agoura Hills, Calabasas will work with Los Angeles County to maintain a small library reading room within the City of Calabasas. The City's vision is that this reading room will be connected via computer to the County's library system so that Calabasas residents need not travel to Agoura Hills or distant branches for interlibrary loans.

AGENDA FOR THE 21ST CENTURY

POLICIES

Schools

- B.1. Maintain ongoing, open communication with Las Virgenes Unified School District, and coordinate land development review activities with the district's master planning efforts.
- B.2. Require new development to provide full mitigation for school impacts, subject to the provisions of State law that limit the City's ability to require school mitigation as a condition of approval for development projects
- B.3. Work with the Las Virgenes Unified School District to assist in the formation of special assessment districts for construction of additional schools.
- B.4. To the extent that joint school/park facilities meet local recreational needs, permit *park* fees collected by the City to be used for joint use recreational facilities.

Libraries

- B.5. Promote the expansion of library facilities and services as required to meet the needs of Calabasas residents.
- B.6. Promote the acquisition of library materials that reflect the needs and interests of Calabasas residents.

**AGENDA FOR THE 21ST CENTURY**

**C. PARKS, RECREATION, AND TRAILS**

**OBJECTIVES**

A parks, recreation, and open space system which enhances the livability of urban and rural areas by providing parks for urban residential neighborhoods, establishing a comprehensive trails system, and meeting the open space and recreational needs of Calabasas residents as outlined in the Conservation, environmental Design, and Open Space Element to:

- provide active parks at a minimum rate of 3.0 acres per 1,000 population of public parks and recreational areas per 1,000 residents;
- provide recreational programs to meet the changing needs of all segments of the community; and
- establish and maintain a system of trails which provides recreational opportunities.

**GENERAL PLAN APPROACH**

Calabasas is fortunate in its location within the Santa Monica Mountains National Recreation Area and having its numerous regional recreational opportunities close at hand. However, there are few active recreational facilities within the City, such as ball fields, tennis courts, etc. It is the City's vision to supplement its joint programs with the City of Agoura Hills to provide additional local programs.

It is the City's vision to support a wide range of quality recreational activities, and to maintain the facilities needed to support those activities. Because of the sensitive nature of Calabasas' environment, the General Plan makes a strong commitment to acquire and develop significant new neighborhood park facilities beyond those now being planned by the City. In addition to the expansion of public park facilities, Calabasas will work with Las Virgenes Unified School District to create joint use school/park facilities. Although joint use facilities will help to meet community recreational needs during off-school hours and are useful for selected recreational programs, they do not provide park settings or equipment as would a traditional park. To this end, the City will devise and implement an equitable program for funding the acquisition and improvement of park land to meet General Plan objectives. In addition, the City has purchased the former Calabasas Park Tennis Club as a public recreation facility (Edward Edelman Swim and Tennis Center), and will pursue acquiring public access to the ball fields at Lupin School. The City will also work with regional, State, and Federal officials to expand regional recreational opportunities within the Santa Monica Mountains National Recreation Area.

The National Park Service, Santa Monica Mountains Trails Council, and a variety of other local public agencies and private concerns, are planning an integrated trail system, (i.e., integrates with other local and regional trail networks) that links area recreation facilities



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and provides trail corridors between the mountains and the coast (see Figure VII-1). This system will include trails of varying lengths and degrees of difficulty for a wide range of people with a variety of skills and abilities, including the disabled, senior citizens, and families. Trails will provide for hiking, equestrian riding, and mountain biking.

A series of loop trails will be provided for day hikers. Overnight camps will be established along longer trails to allow uninterrupted backpacking trips of several days' duration. The trail system may eventually connect with other major trails in the region, such as the Rim of the Valley Trail and the Pacific Crest Trail.

The primary trail in the Santa Monica Mountains system is a 55-mile long trail referred to as the "Backbone Trail" which extends in an east-west direction to the south of Calabasas' corporate limits within the General Plan study area. The backbone trail connects Topanga State Park, Tapia County Park, Malibu Creek State Park and Zuma Canyon County Park. It is used by both hikers and equestrians and provides views of the Pacific Ocean and the Santa Monica Mountains. In addition, a number of other major feeder trails connect with the backbone trail to link together various landforms and regions, including beaches along the Malibu coast.

In 1990, Congress designated the Juan Bautista De Anza National Historic Trail. Although the route has not been precisely defined, proponents of the trail indicate that the Juan Bautista De Anza National Historic Trail traverses through Calabasas and crosses the Ventura Freeway at the Valley Circle Interchange. This historic trail designation is distinct from the designation of the Santa Monica Mountains Zone and Santa Monica Mountains National Recreation Area, although the historic and recreational components of the trail will be planned and designed to enhance existing natural, cultural, recreational and scenic resources of the region, as well as the Calabasas area.

In addition to these trails, the Calabasas General Plan identifies a system of local trails to provide connections between residential neighborhoods, area recreational facilities, and the regional trail system identified above. The local trail system will be designed and maintained for multiple use (e.g., equestrian, hiking, and mountain bicycles). Priority must be given to linking trails between Malibu Creek State Park and Juan Bautista de Anza Park.

#### POLICIES

- C.1. Provide a wide range of recreational activities for children, adults, families, senior citizens, and area employees and businesses, along with adequate facilities to support those activities.
- C.2. In conjunction with Los Angeles County, Ventura County, and the National Park Service, establish and maintain a system of hiking and riding trails which provide safe access into the area's natural environment (see Figure VII-1).
- C.3. Incorporate sensitivity to the need for privacy and security of neighboring residents when designing and developing recreational trails.



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- C.4. Pursue establishment of joint use school/park facilities to provide land for active recreational opportunities for selected programs.
- C.5. Pursue programs to raise revenues from recreation facilities and activities, making them as financially self-sufficient as possible.
- C.6. Expand recreational facilities and activities only to the extent that there are adequate long-term revenues to support them.

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D. MUNICIPAL SERVICES AND FACILITIES

OBJECTIVES

Coordinate development activity with the provision of municipal services and facilities in a manner that maintains defined performance objectives for existing development, eliminates gaps in service provision to new development, realizes cost efficiencies, and achieves an equitable sharing of the cost of municipal services and facilities based on the principle that new development is to pay for itself, both in terms of capital facilities *and* ongoing operations and maintenance.

Achieve and maintain the performance levels outlined in Table VII-1.

GENERAL PLAN APPROACH

The provision of municipal services and facilities is intended to advance Calabasas' vision for its future and support the land use mix needed to achieve that vision. The availability of adequate municipal services and facilities to a particular site is considered to be a prerequisite to permitting development of that site in accordance with general plan policies, but is *not* considered to be a justification for development in and of itself.

**Police Services:** It is Calabasas vision that crime *prevention* be emphasized at least on an equal basis with law enforcement. The net result of this emphasis will be a safer community and a reduction in the cost of providing police protection services within Calabasas. Thus, performance standards have been included in the General Plan's Development Review Program to reduce the potential for crimes of opportunity through implementation of "defensible space" concepts.

To assist in reducing the likelihood of criminal activity, the City will continue working with the Los Angeles County Sheriff's Department to maintain crime prevention programs. The City will also involve the County Sheriff's Department in the development review process to ensure that new development that is permitted within the City increases surveillance potential, and is within the ability of the Sheriff's Department to provide police protection service consistent with the performance objectives defined in Table VII-1.

**Fire Protection Services:** Calabasas's vision is that fire *prevention* be emphasized at least on an equal basis with fire *suppression*. The net result of this emphasis will be a safer community and a reduction in the cost of providing fire protection services within Calabasas. Thus, performance standards have been included in the General Plan's Development Review and Environmental Management programs to reduce the potential for structural and wildland fires. These programs focus on community education, as well as fire-safe landscaping and brush clearing within hillside residential areas.

To assist in reducing the likelihood of a disastrous fire, the City will continue to coordinate land use planning activities with the Los Angeles Consolidated Fire District with facilities master plans prepared by the District. The City will also work with the District as part of the development review process to ensure that new development that is permitted within the City is within the ability of the Los Angeles County Consolidated Fire Districts to provide fire protection service consistent with the performance objectives defined in Table VII-1.

# CITY OF CALABASAS GENERAL PLAN:

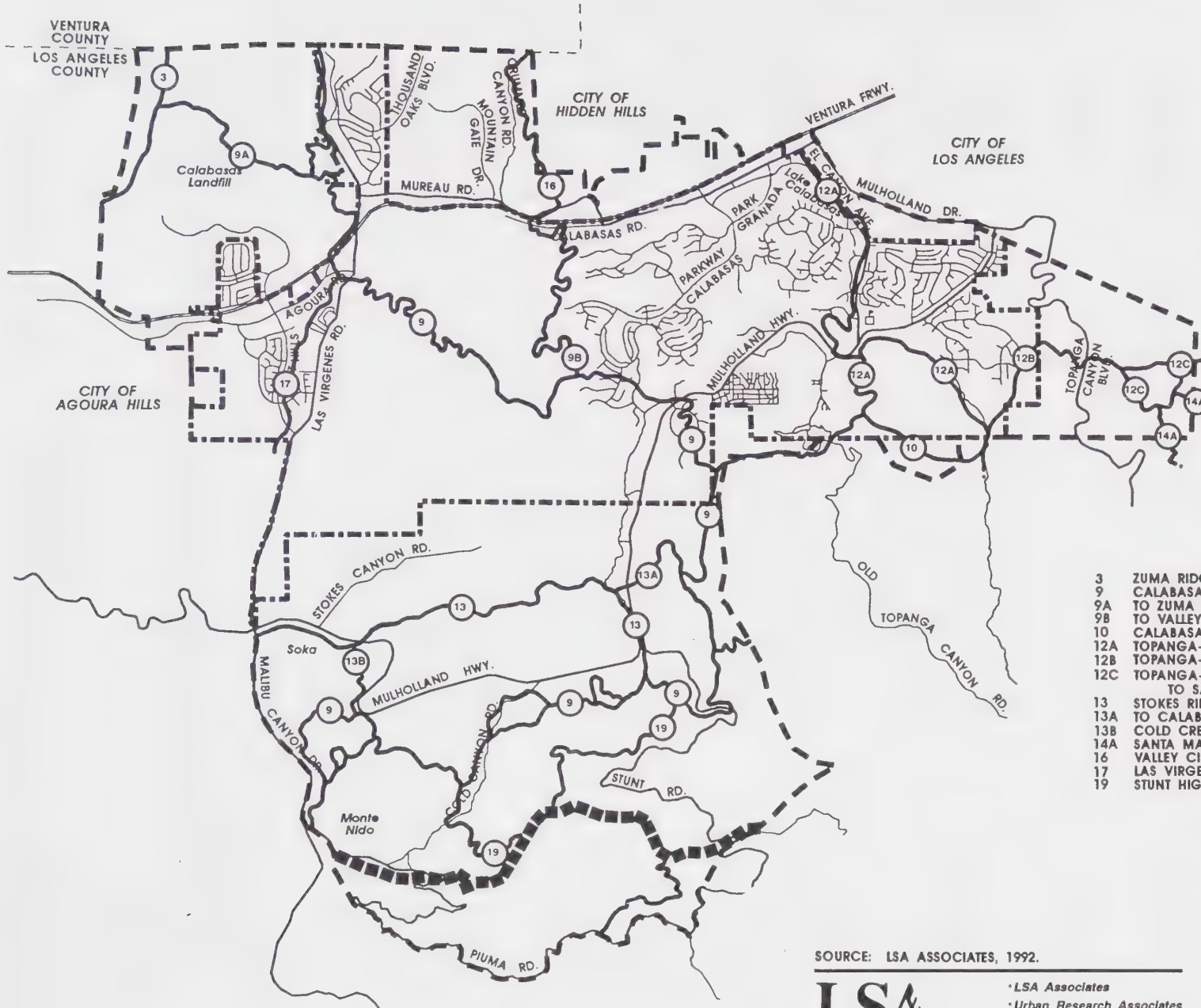
## AGENDA FOR THE 21ST CENTURY

Table VII-1  
Municipal Services and Facilities Performance Objectives

Service/Facility	Performance Objective
Circulation and Transportation	Maintain traffic flows within the comfort ratings identified in Chapter V.
Parks and Recreation	Establish a system of active parks within the General Plan study area comprising 3.0 acres per 1,000 population of public parks and recreational areas.
Educational Facilities	Availability of adequate school facilities to serve the needs of Calabasas residents.  Availability of convenient library facilities and book reserves in accordance with the standards of the American Library Association.
Police Services	A seven (7) minute average response time for emergency calls within urban areas, and a nine (9) minute average response time for emergency calls within rural areas.
Fire Protection Services	A five (5) minute maximum response time for fire and emergency medical calls on both a citywide and response area basis.  Adequate fire fighter staffing and deployment such that concurrent response can be provided to one emergency medical call and one structural fire call, meeting staffing requirements with regular on-duty fire fighters.
Water Facilities	Adequate fire flow as established by the Los Angeles County Consolidated Fire Protection Districts, along with sufficient water storage for emergency situations and for maintenance of service pressures on an ongoing basis.
Sewer Facilities	Provision of sewer service to all commercial, office, and business park uses, as well as to all urban residential areas.  Unrestricted flow in sanitary sewers during average and peak conditions.  Adequate treatment capacity such that the rated capacity of treatment facilities accepting sewage from Calabasas is greater than average and peak flows.
City Administrative Facilities	Maintain adequate city administrative facilities for the conduct of city business, with expansion programmed for a ten-year period.
Solid Waste	Once weekly pick up of solid wastes, with recycling programs consistent with the City's waste diversion programs (see Chapter II, Solid Waste Management).  Street sweeping as needed to meet NPDES requirements.
Other Public Buildings and Facilities	Sufficient number and size to provide required services, with expansion programmed for a ten-year period.

Source: Planning Network, 1993.

September 6, 1995






# CITY of CALABASAS

## GENERAL PLAN

### FIGURE VII-1

### REGIONAL TRAILS MAP

#### LEGEND

-  CITY LIMITS
-  STUDY AREA BOUNDARY
-  BACKBONE TRAIL

- 3 ZUMA RIDGE TRAIL
- 9 CALABASAS-COLD CREEK TRAIL
- 9A TO ZUMA RIDGE TRAIL
- 9B TO VALLEY CIRCLE SCENIC CORRIDOR TRAIL
- 10 CALABASAS TOPANGA CONNECTOR TRAIL
- 12A TOPANGA-HENRY RIDGE TRAIL TO CALABASAS
- 12B TOPANGA-HENRY RIDGE TRAIL TO SERRANIA PARK
- 12C TOPANGA-HENRY RIDGE TRAIL TO SANTA MARIA CANYON LOOP TRAIL
- 13 STOKES RIDGE TRAIL
- 13A TO CALABASAS
- 13B COLD CREEK AND STOKES RIDGE CONNECTOR TRAIL
- 14A SANTA MARIA CANYON LOOP TRAIL
- 16 VALLEY CIRCLE SCENIC CORRIDOR TRAIL
- 17 LAS VIRGENES TRAIL
- 19 STUNT HIGH TRAIL

SOURCE: LSA ASSOCIATES, 1992.



• LSA Associates  
• Urban Research Associates  
• Urban Design Studio





**AGENDA FOR THE 21ST CENTURY**

**Water and Sewer Facilities:** Water and sewer facilities within Calabasas will continue to be provided by the Las Virgenes Municipal Water District. Calabasas will work with the District to ensure coordination of the district's water and sewer facilities master plans with the land use plan and development intensities permitted by the Calabasas General Plan. The City will also work with the District, as part of the development review process, to ensure that new development permitted by the City is within the ability of the District to provide water and sewer service consistent with the performance objectives defined above.

**POLICIES**

**Coordinate Land Development Review With the Master Planning  
Efforts of Area Service Providers**

- D.1. Promote continued coordination and information exchange between the City of Calabasas and local service providers.
- D.2. Direct growth to areas with adequate existing facilities and services, areas which have adequate services and facilities committed, or areas where public services and facilities can be economically extended consistent with the master plans of area service providers.
- D.3. Coordinate land development review with the master planning efforts of area service providers to facilitate provision of adequate services and facilities.

**New Development Shall Pay Its Own Way**

- D.4. Place the ultimate responsibility on the sponsor of new development projects to ensure that the facilities (including systemwide improvements) needed to support the project are available at the time that they are needed
- D.5. Require that new development:
  - construct and/or pay for the new onsite capital improvements that are required to meet applicable general plan performance criteria;
  - be phased so as to ensure that the capital facilities used by the new development meet applicable general plan performance criteria;
  - ensure that, in the event that public services or offsite capital facilities prior to development do not meet applicable general plan performance criteria, the level of service provided to existing development will not be further impacted by the new development; and
  - provide for the provision of public services at the levels specified by applicable general plan performance criteria, and

**AGENDA FOR THE 21ST CENTURY**

shall not increase the cost of public services provided to existing development.

- D.6. In cases where the cost of new capital facilities needed by new development to meet applicable performance criteria is greater than the new development's "fair share" of those facilities, the City may establish a reimbursement agreement with the original developer.
- D.7. While requiring new development to pay its own way, maintain a flexible package for financing infrastructure improvements for new sales tax-generating and employment-generating uses.
- D.8. Where a development project may have a negative effect on municipal income, require preparation of a fiscal impact analysis, as well as appropriate mitigation for any identified net costs to the City.

AGENDA FOR THE 21ST CENTURY

E. INTERGOVERNMENTAL RELATIONS

OBJECTIVES

A regional approach to regional issues which recognizes and respects the local interests of Calabasas, as well as the specific interests of individual neighborhoods within Calabasas.

Establishment of a system of development review within Calabasas *and* surrounding communities based on the principle that the impacts of new development must be offset by project-related benefits *within each of the jurisdictions in which the impacts will be experienced*.

GENERAL PLAN APPROACH

While cohesiveness and a strong sense of community are highly advantageous, Calabasas also recognizes that it is not isolated. Calabasas is part of a larger community, and shares the concerns of that community. The effects of human suffering and problems in other communities are felt in Calabasas in traffic congestion and a rising crime rate. Because of the interdependence of land uses and environmental features, establishment of a clear policy regarding regional cooperation in managing land use, development, and the environment is necessary. Such a policy includes instilling a recognition that the land use decisions made by each agency may have far-reaching implications for the others. This is particularly true for development decisions made by Los Angeles County within Calabasas' General Plan study area.

Regional problems require regional solutions. However, in pursuing regional solutions and fulfilling its responsibilities to the larger regional community, the City will insist that *local* interests be protected, and that regional planning programs not ignore local conditions. It is Calabasas' vision that individual communities and neighborhoods need not abandon their local social values in pursuit of a "greater" regional good, and that no one group should have to accept the brunt of the impacts of a regional solution.

Concurrent with the preparation of the General Plan, the City of Calabasas embarked upon a cooperative program with Los Angeles County; the cities of Agoura Hills, Hidden Hills, and Westlake Village; Las Virgenes Water District; Las Virgenes Unified School District; and the National Park Service. The purpose of this program, called the Ventura Freeway Corridor Areawide Plan, is to:

*This principal of balancing local interests with regional needs applies to the development review process. It is not appropriate for a jurisdiction, in approving a development project, to internalize the benefits of that development, and externalize its impacts.*

- establish a process for cross-jurisdictional information exchange;
- produce an integrated land use and transportation policy plan acceptable to the program's participating agencies that resolves

AGENDA FOR THE 21ST CENTURY

potential conflicts between the agencies' planning programs and that respects the individual interests of each agency;

- formulate a mutually agreeable biological resource management plan which recognizes that significant biological habitats and linkages do not correspond to jurisdictional boundaries, and that their protection requires a coordinated approach;
- prepare a coordinated regional trails and open space system plan which provides for linkages throughout the northern portion of the Santa Monica Mountains; and
- initiate an inter-jurisdictional process for reviewing development proposals and addressing their inter-jurisdictional impacts.

The regional principle that focuses on an equitable allocation of development benefits and impacts between jurisdictions also applies to individual neighborhoods *within* Calabasas. A guiding tenet of the Calabasas General Plan is that both the benefits and impacts of management decisions related to land use, environmental regulation, and traffic flow need to balance citywide needs with the needs of individual neighborhoods, and that no individual neighborhood should be asked to bear the brunt of a citywide solution without commensurate benefit.

POLICIES

- E.1. Maintain ongoing communications with agencies whose activities affect and are affected by the activities of the City of Calabasas. The primary objective of this communication will be to:
- identify opportunities for joint programs to further common interests in a cost efficient manner;
  - assist agencies and the City of Calabasas to understand each other's interests and concerns; and
  - resolve differences in the interests and concerns which Calabasas might have with the actions of another agency, as well as those concerns which another agency might have with actions of the City.
- E.2. Support and promote inter-jurisdictional programs to integrate and coordinate development and environmental management standards of area jurisdictions, and to establish an ongoing inter-jurisdictional process for reviewing development proposals and addressing their inter-jurisdictional impacts.
- E.3. Continue to refer major planning and land use proposals to all affected jurisdictions for review, comment, and recommendation.



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- E.4. In reviewing development projects within the City of Calabasas, consider the General Plan goals, objectives, policies, and standards of affected jurisdictions, as well as their environmental thresholds in determining appropriate mitigation for the impacts that will be created outside of the City.
- E.5. Provide prompt and constructive comments to other jurisdictions which refer proposed projects to the City of Calabasas for review, comment, and recommendation.
- E.6. Utilize the goals, objectives, approaches, policies, and performance standards of the Calabasas General Plan as the basis for comments and recommendations for mitigation for the proposed development projects of other jurisdictions which could result in impacts within the City.
- E.7. Participate in the planning activities of SCAG as a means of keeping abreast of regional planning activities and providing input regarding those activities.
- E.8. Pursue formation of ad hoc coalitions with other local agencies and interests as a means of increasing the effectiveness of Calabasas' voice in regional planning efforts.

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F. MUNICIPAL BOUNDARIES

OBJECTIVE

City boundaries which encompass the entire Calabasas community, and which provide for rational management of the area's natural environment.

GENERAL PLAN APPROACH

As part of the Cal Poly Foundation Plan which preceded preparation of the General Plan, Calabasas residents held significant discussions as to where the City's ultimate boundaries should be, and what area would make an appropriate sphere of influence. The General Plan study area is a product of that discussion. The central concept of Calabasas' approach to the establishment of a sphere of influence and extension of its present boundaries is to emphasize the following:

- Defining those areas that have traditional social and cultural ties to Calabasas, and which are generally considered to be part of the *community* of Calabasas
- Identifying lands that have a significant physical and/or infrastructure relationship to the City of Calabasas
- Initiating cooperative planning programs with residents of the unincorporated portions of the City's General Plan study area
- Working with Agoura Hills, Hidden Hills, and Malibu to define the ultimate boundaries of those cities and establishing a formal sphere of influence for Calabasas
- Working with the City of Los Angeles and Old Town landowners and businesses to consolidate Old Town Calabasas within the City of Calabasas
- Working with residents, businesses, and landowners within adjacent unincorporated areas to ensure that they understand the benefits and implications of annexation, and to assist in determining whether interest in annexation to the City of Calabasas exists
- Allowing the residents of adjacent unincorporated areas to choose through the democratic process whether they wish to become part of the City of Calabasas.

Since the long-term interests of Calabasas and Los Angeles County are not always the same, cooperative efforts with the County, although valuable, cannot be relied upon as the *sole* means of coordination between city and unincorporated land use management. It may be in Calabasas' best interests to annex certain unincorporated lands into the City.

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California annexation law requires the consent of landowners within uninhabited areas, and of registered voters within inhabited areas, to permit lands to be annexed into a city. The wide variation in the circumstances of unincorporated lands surrounding the City of Calabasas necessitates different approaches to annexation policy in different areas.

It is not the intent of the City of Calabasas to use offer increases in the planned development intensity of unincorporated lands as an inducement for landowners to annex property into the City of Calabasas. The land use designations shown on the General Plan land use map are those that the City of Calabasas intends to apply upon annexation.

**POLICIES**

- F.1. Work with residents and landowners of the unincorporated areas within the General Plan study area to determine if any interest exists in these communities for annexation to the City of Calabasas.
- F.2. Facilitate future annexations by coordinating definition of sphere of influence boundaries with surrounding cities and pursuing formal adoption of a sphere of influence by LAFCO.
- F.3. Pursue annexation of those areas where residents (in inhabited areas) or landowners (in uninhabited areas) desire to become part of the City of Calabasas.
- F.4. Require annexation proposals to demonstrate a positive relationship between city facility and service costs and the revenues that will be generated subsequent to annexation.
- F.5. Oppose the creation of any other urban entities within the Calabasas General Plan study area.

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**G. URBAN FORESTRY**

**OBJECTIVE**

Create and sustain an urban forest that enhances the quality of life within Calabasas.

**GENERAL PLAN APPROACH**

The quality of landscaping and the existence of an urban forest within a community determines the overall visual character of the built environment. Stewardship of the urban forest is a large responsibility which has been long neglected within many portions of Calabasas. Trees that were removed have, in some cases, never been replaced. Overmature trees are damaging sidewalks, curbs, and streets, posing a hazard to the community. Restoration and maintenance of the urban forest requires the development and implementation of an urban forestry management program.

The benefits of urban trees are numerous. Trees beautify the City, and give the streets their character. They protect the quality of scenic corridors by screening unsightly features and reinforcing the natural character of such areas. Trees strengthen the visual quality of the streetscape, providing the basic structure around which all activity occurs. thematic planting programs unify a neighborhood, providing a sense of identity.

Even in the most urban environmental, trees increase contact with nature, presenting birds and sights that vary over the seasons. Trees mitigate the effects of air pollution and solar heat reflection. finally, trees enhance and protect values within the community. All of the benefits described above are goals that the City will achieve through implementation of an urban forestry program.

**POLICIES**

- G.1 Preserve existing mature trees, unless they are detrimental to public health and safety.
- G.2 Promote plantings of additional trees in urban locations, both to replace trees that are or have been removed, as well as in new locations.
- G.3 Provide adequate resources to maintain the urban forest in a safe and healthy manner.



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**H. QUALITY OF LIFE**

**OBJECTIVES**

Maintain a level of "quality of life" satisfaction in the community which exceeds that measured as part of the 1992 Calabasas Community Attitudes Survey, including:

- opportunities for social interaction and participation in a variety of local cultural and arts programs and activities, as well as the availability of public and private cultural facilities and gathering places to meet the needs of Calabasas residents; and
- enhanced social interaction and improved delivery of services for the physical, mental, and emotional well-being of those in need.

Exceed national and Los Angeles metropolitan area averages for health and wellness as measured by indices such as infant mortality rates, life expectancy, etc.

**GENERAL PLAN APPROACH**

Calabasas shares with other communities a growing awareness that a truly comprehensive management program for the future must include consideration of human and social needs. In addition to dealing with specifics and physical issues, the General Plan needs to address the broad concepts of human aspiration and human problems, and the effective use of resources in meeting them. Calabasas is a caring community. It treasures diversity in its citizens, and prides itself on being creative and open to new ideas.

Calabasas' strength is its people. They are generally well educated and economically upper middle class, allowing them freedom from worry about basic needs, and the ability to be involved with improving the community and the quality of life of its residents. The City of Calabasas will take advantage of an informed citizenry by continuing to encourage participation in the active decision-making processes of municipal government. This will include continuing support to the various commissions and committees that address a wide range of community issues.

It is important that the human and social needs of Calabasas be met, allowing individuals and family units to achieve and maintain the highest level of personal independence and social well-being. Consequently, the social effects of traditional, physically-oriented programs, policies, and activities need to be considered in their design and operation. It must always be remembered that a community is essentially a social entity, and that physically-oriented programs, policies, and activities have an underlying social objective of improving the "quality of life" of area residents.

Calabasas' commitment to meeting the human needs of its citizens does not mean that the City will take primary responsibility for providing social services. Instead, the City of Calabasas will serve the following roles:

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- an advocate for its citizenry, promoting the necessary cooperation between the agencies and organizations involved in human services and activities;
- a leader in the provision and sharing of information between its citizens and the agencies whose primary responsibility is the provision of social services;
- a clearinghouse and referral agency, assisting Calabasas residents to needed resources and services; and
- a facilitator and service broker through the use of Community Development Block Grant and housing assistance funds, evaluating service effectiveness, disbursing funds, and requiring the financial accountability of those receiving funds.

In some cases, the City can and will be directly involved in providing human services and other activities that increase the well-being of its residents. As part of its parks program, as well as part of the Development Review Program, the City of Calabasas will strive to create a system of indoor and outdoor community gathering places for community activities. In addition, as part of Calabasas' recreation and community education programs, the City will strive to provide a broad range of activities that:

- cater to a wide variety of interests for residents of all ages;
- offer constructive and meaningful activities for all youth;
- enhance rapport between youths, their families, and the community;
- assist in the prevention of drug and alcohol abuse, especially as they relate to the community's young people;
- improve public understanding of the unique needs and capabilities for members of special population groups such as the disabled and the elderly;
- provide all citizens with an opportunity to fully participate in community life; and
- are regularly revised and re-evaluated so as to keep pace with the changing needs of the community.

In recognition of Calabasas' concern for those who are in need, the City will work with public and private local and regional social service agencies in order to ensure that social services are available in relation to the needs of Calabasas residents. Calabasas will also work with local and regional agencies and private entities such as the Leonis Adobe Foundation and the Old Town Calabasas Coalition to expand the availability of cultural facilities to serve the needs of Calabasas residents.

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The City of Calabasas will continue to support the work of its Wellness Committee in their efforts to promote community health programs.

In addition to a strong understanding of human social needs, an important factor of Calabasas' quality of life is the peace and tranquility found in its residential areas. For many residents, Calabasas is a refuge from the congestion of the Los Angeles metropolitan area. Performance standards aimed at minimizing interference with the privacy and views enjoyed by existing residents are contained in the General Plan's Development Review Program. These performance standards are intended to strike a balance between the right to a reasonable use of property, and the right of existing residents to the quiet enjoyment of their homes. Thus, the General Plan recognizes that development rights must be balanced against the need for protecting residents against unreasonable loss of privacy and views.

One of the most impressive aspects of Calabasas is the sense of community identity shared by its citizens. This sense of identity is reinforced by the community's physical setting and beauty. Many people mention Calabasas' small town, rural character as setting it apart from the San Fernando Valley. Calabasas' size, its natural environment, and Old Town serve as focal points for the entire community.

**POLICIES**

- H.1. Regulate the timing, intensity, and design of new development in a manner that is consistent with preserving the quality of life of Calabasas residents.
- H.2. Promote coordinated cultural and arts programs that could be provided in coordination with museums, the Las Virgenes Unified School District, and libraries.
- H.3. Encourage a wide variety of theatrical, musical, dance, and other performing arts activities.
- H.4. Promote the establishment of community gathering places and establishment of a community center.
- H.5. Promote the availability of child care facilities to meet the needs of Calabasas residents.
- H.6. Assist in establishing and maintaining humane social service programs to address the needs of Calabasas' population, including, but not limited to, senior citizens, children, young adults, handicapped individuals, and other special needs groups.
- H.7. Maintain an ongoing system of providing information to and soliciting input from Calabasas residents.
- H.8. Provide for cultural additions to the City through art work, sculptures, murals, etc. using guidelines for commercial, residential, and other development as described in the City's *Arts in Public Places Manual*, and encourage the beautification of Calabasas through continuing implementation of the Calabasas Beautiful Program.

**AGENDA FOR THE 21ST CENTURY**

- H.9. Encourage the spirit of community integrity and participation by continuing programs of volunteerism, such as VolunTEENS the Health and Wellness Committee, and other City committees and commissions.



## **VIII. GENERAL PLAN IMPLEMENTATION PROGRAMS**



AGENDA FOR THE 21ST CENTURY

VIII. GENERAL PLAN IMPLEMENTATION PROGRAMS

A. INTRODUCTION

The implementation programs of the Calabasas General Plan describe the specific actions that the City will take and will require of new developments to implement the City's vision of its future as expressed in general plan goals, objectives, approaches, and policies. General plan implementation is organized into five general programs. In addition to the Housing Improvement Program which is contained in Chapter IV and the General Plan Consistency Review Program which is published under separate cover, these programs include the following.

- ***Follow-up Studies and Actions*** identifies studies, ordinances, and other activities that need to be undertaken to implement the Calabasas General Plan.
- The ***Intergovernmental Coordination and Community Involvement Program*** outlines programs to maintain open lines of communication with outside agencies and members of the community whose activities affect, and are affected by, the City of Calabasas.
- The ***Strategic Planning Program*** integrates the General Plan with the ongoing operations of the City of Calabasas and with the City's budget and capital improvements programs. The Strategic Planning Program also includes provisions to ensure a regular review of the General Plan and implementation efforts, integrating State requirements for mitigation monitoring under the California Environmental Quality Act.

AGENDA FOR THE 21ST CENTURY

**B. FOLLOW-UP STUDIES AND ACTIONS PROGRAM**

The City has adopted, and will maintain a General Plan Implementation Guide to serve as the rules by which the consistency of individual development projects with the General Plan will be determined. The General Plan Consistency Guide consists of a description of the City's development/environmental review process, maximum allowable impacts for individual development projects, and detailed performance standards. Each of these components shall be consistent with the goals, policies, and approach of the Calabasas General Plan.

**CITY OF CALABASAS DEVELOPMENT CODE**

Subsequent to the adoption of the Calabasas General Plan, the City will undertake preparation and adoption of an integrated Development Code to implement the General Plan. The Development Code will encompass both zoning and subdivision ordinances. Included in the zoning portion of the Development Code will be preparation of a new zoning map to reflect the General Plan land use map.

The following issues are to be addressed, and applicable General Plan policies and performance standards are to be implemented in the Development Code:

- hillside development regulations;
- subdivision requirements, including specific requirements for small lots and cabin lots;
- grading guidelines and regulations;
- land use regulations;
- specific requirements for the siting and construction of structures intended for human occupancy within areas subject to wildland fires;
- National Pollution Discharge Elimination System (NPDES) requirements;
- best management practices for erosion control, water quality management, reduction of air pollutant emission, source reduction and recycling, and energy conservation;
- code enforcement and development performance monitoring;
- signs, including provisions for sign placement and number, as well as sign scale in relationship to adjacent buildings, landscaping, and readability; requirements that permitted signs be consistent with the low profile nature of Calabasas; restrictions on freeway-oriented signs; and provisions for non-conforming signs which will amortize existing freeway-oriented pole signs over time, commensurate with



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the City's desire and ability to pay fair compensation for their removal;

- parking, including applicable transportation control measures and management of parking within residential neighborhoods;
- landscaping, including an emphasis on the use of native and naturalized species, requirements for the planting of street trees, and provisions for ongoing maintenance of required landscaping;
- open space requirements for multi-family development, including requirements for provision of appropriate active recreational facilities onsite;
- home occupations to provide reasonable opportunities for individuals to work at their own homes without disturbing the residential character of the neighborhood;
- administrative procedures for development/environmental review and appeals;
- design guidelines;
- non-conforming use guidelines;
- environmental protection requirements;
- public health and safety requirements;
- such other issues as are necessary to implement the General Plan and maintain an effective and efficient development/environmental review program;
- work with the Los Angeles Fire Department, Los Angeles County Department of Regional Planning, and the National Park Service to prepare a fuel management plan to minimize wildland fire risk in a manner which protects existing biotic resources.

As part of the new Development Code, signage regulations shall be adopted which require that commercial, office, and business park developments portray a precise concept for adequate signage.

As part of the new Development Code, the City will include requirements for water-efficient irrigation systems and landscape design.

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**SPHERE OF INFLUENCE**

A city's sphere of influence defines the area within which a city can pursue annexation, or in some communities, their ultimate buildout area. Currently, Calabasas' sphere of influence is co-terminus with its municipal boundaries. Although the Los Angeles County Local Agency Formation Commission (LAFCo) has a policy that it will not approve a sphere of influence beyond a city's current boundaries until a community has adopted its general plan, the City of Calabasas, in conjunction with the preparation of the Foundation Plan, proposed a sphere of influence boundary. This boundary was also used to define the General Plan study area.

The City of Calabasas will coordinate a program with surrounding cities to define mutually agreeable sphere of influence boundaries and to undertake a joint application to LAFCo for spheres of influence. If surrounding cities decline to participate in a joint study or application, Calabasas will pursue establishing its own sphere of influence, including formal LAFCo application and processing.

Upon adoption of the General Plan, the City will establish a sphere of influence information program to inform residents of unincorporated areas about the benefits of annexation of their area to the City of Calabasas, and determine whether any interest in annexation exists.

The City will then prepare a fiscal impact analysis and develop recommendations which detail programs necessary to support public services and facilities within the General Plan study area. The fiscal analysis will determine the financial feasibility of extending the City's boundaries to encompass the General Plan study area. Based on the results of the information program and the fiscal analysis, the City will prepare applications for LAFCo review to create a sphere of influence for the City of Calabasas encompassing those portions of the General Plan study area that could feasibly be annexed into the City over the long-term.

**MAINTAIN THE CALABASAS RESOURCES INVENTORY**

An inventory of resources in the Calabasas General Plan study area was prepared as part of the Calabasas General Plan Profile. Because the City's General Plan policies and development review program is keyed to environmental resources, it is imperative that the information presented in these maps accurately reflect the most current information available. Therefore, the resources inventory should be updated to incorporate new data on the following topics:

- Open Space;
- Hillsides, Canyons and Ridgelines;
- Biotic Resources;
- Archaeological and Paleontological Resources;

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- Hazard Areas; and
- Scenic Resources.

This information will be updated and monitored on a continual basis through the City's Development/Environmental Review process, using:

- cumulative resource/impact studies;
- environmental documents; and
- regional data collection efforts.

**MONITOR NEW TECHNOLOGIES**

The General Plan includes techniques to improve water quality, reduce water consumption and solid waste generation, and conserve energy. However, research is continually being done which expands our understanding of these issues and suggests new technologies to address the problems. To ensure that the General Plan implementation programs reflect the most current understanding of the issues, it is essential that new technologies be reviewed annually and that the General Plan implementation programs be updated to incorporate current technologies.

**PROCURE ACCURATE AIR QUALITY INFORMATION**

In order to facilitate analysis of the air quality impacts of new development, the City will request that the South Coast Air Quality Management District provide air quality statistics that are more indicative of local air quality than those now provided from the District's Reseda monitoring station.

**ENSURE THE SAFETY OF STRUCTURES**

The City will undertake a program for upgrading potentially seismically hazardous (unreinforced masonry) structures pursuant to the provisions of SB 547, including:

- identifying whether any unreinforced masonry structures existing within the City of Calabasas;
- determining the structural integrity of any such structures; and
- adopting standards for the seismic retrofitting of these structures.

In addition, the City may exempt structures of historic significance from the requirement to meet updated seismic standards if such rehabilitation work cannot be feasibly accomplished, and if the City determines that the historic significance of the structure outweighs potential safety risks.



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The City of Calabasas will request the County and State to review the seismic safety of structures needed for disaster recovery, including the Sheriff's station, area fire stations, and freeway bridges.

**MINIMIZE THE IMPACT OF POTENTIAL MINERAL RESOURCE EXTRACTION**

Although there are currently no identified sources of mineral resources in the Calabasas General Plan study area, the City shall minimize the potential impact of mineral extraction on adjacent land uses by:

- requesting the State' Division of Mines and Geology to identify potential Mineral Resource Zones (MRZs) and the feasibility for extracting aggregate resources within the study area; and
- requiring any lands within the study area which may be designated MRZ-2 to comply with the provisions of the Surface Mining and Recovery Act of 1975 (SMARA).

**CONSOLIDATE SMALL LOTS**

The City will pursue a program to provide incentive for owners of existing small residential lots to consolidate their holdings into larger parcels. The program will consist of pursuing formation of a non-profit entity which would "purchase" these properties, paying for them with shares in the entity. The non-profit entity would then consolidate properties into a single development, and re-subdivide the consolidated property pursuant to the provisions of the General Plan. Once subdivided, parcels would be sold, with the proceeds going to the original landowners in the form of dividends.

**ESTABLISH A CAPITAL IMPROVEMENT PROGRAM**

The City shall establish a five year Capital Improvement Program. The program will be consistent with the City's Implementation Program for Critical Roadway Corridors and Intersections. The City Five-Year Capital Improvement Programs shall be consistent with the goals, policies performance standards, and programs of the General Plan.

**ESTABLISH TRANSPORTATION FUNDING PROGRAMS**

The City will pursue establishment of a cumulative traffic impact fee for all new discretionary development projects. The fee will be established and implemented by the City to provide sufficient funds to implement a city-wide Capital Improvement Program and to mitigate the effects of cumulative project impacts.

The Traffic Impact Fee will enable the City to collect funds from all developments occurring within the City. These funds will then be used for the sole purpose of implementing various improvements to the City's arterial street system. The Traffic Impact Fee system will distribute the costs of identified arterial street improvements to new developments



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based solely on the proportional share of total traffic that the proposed development will generate. Each improvement will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service will continue to be maintained. The fee will be directly proportional to the benefit that each new development will ultimately receive. Also, the fee system will recognize a fee credit to developers who construct proportions of the identified traffic improvements.

**ADOPT A PARKS AND RECREATION MASTER PLAN AND IMPLEMENTING ORDINANCES**

The City will prepare and adopt a Parks and Recreation Master Plan. As part of this plan, the City will define the types of parks and recreational facilities and activities that are needed by Calabasas residents, and will delineate a specific program of land acquisition, capital improvements, and operations to meet those needs. In addition, as part of the master plan effort, the City will define its role in meeting the recreational needs of area employees. Examples of such needs include, but are not limited to, ball fields and gymnasium facilities for softball and basketball leagues and a corporate fitness program.

In addition to the Parks and Recreation Master Plan, the City will formulate and adopt a development impact mitigation ordinance for recreational facilities, establishing requirements for dedication of land, improvement of facilities, and/or payment of fees, as appropriate, to be used for the acquisition and development of master planned recreational facilities, including trails.

**LOCAL TRANSIT SERVICE**

The City will pursue the establishment of local transit services through the use of small buses or jitneys. Initially, the system could connect Old Town and adjacent office developments, business park uses along Agoura Road, and office/industrial uses north of the Ventura Freeway at Parkway Calabasas with major residential areas. Funding could potentially come from air quality mitigation that is required of new development.

**URBAN FORESTRY PROGRAM**

The City will prepare an Urban Forestry Master Plan. The Plan will address all aspects of management of the urban forest, including a tree inventory, species selection and forest diversity criteria, street tree design requirements, maintenance standards, education programs, and funding sources.

**OAK TREE REFORESTATION FUND**

The City will pursue establishment of an oak tree reforestation fund. Funding for such a program could potentially come from fees paid to the City in cases where the onsite preservation of existing oaks is not possible.

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**RECREATIONAL VEHICLE AND BOAT PARKING**

The City will conduct a study to determine if one or more suitable sites are available which could be used for public recreational vehicle/boat storage. If a site exists which could be commercially viable, designed in an aesthetically pleasing manner, and meet community needs, the City will pursue an ordinance to manage the parking of recreational vehicles and boats within residential neighborhoods. If such a site does not exist, the City will consider adoption of regulations requiring appropriate screening of recreational vehicles and boats that are stored within residential neighborhoods.

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**C. INTERGOVERNMENTAL COORDINATION AND COMMUNITY INVOLVEMENT PROGRAM**

The Intergovernmental Coordination and Community Involvement Program proposes actions that reflect the City's commitment to truly representational government, a government that looks for appropriate responses to specific issues. For example, some issues, such as the protection of natural resources, not only affect the City of Calabasas, but also affect adjacent jurisdictions, as well as agencies charged with the management of resources within the General Plan study area. Many issues cross geographic boundaries, and therefore require concerted efforts by several governmental entities before they can be resolved. Intergovernmental coordination means actively pursuing regional solutions to regional problems. Calabasas is committed to working with its neighbors to address these issues.

At the same time, the City recognizes that to be truly representational, local government must reflect the values of the people it serves. To do so, Calabasas has established mechanisms for informing the community on local issues and soliciting citizen input.

**MULTI-SPECIES HABITAT PRESERVATION PROGRAMS**

The City of Calabasas will support the efforts to create multi-species habitat and open space preservation programs, and will facilitate the establishment of such programs by the following means.

- The City shall pursue formation of a communitywide assessment district or other similar mechanism to purchase such development rights as may be attached to lands designated for Preservation and Retention in the City's Land Management System.
- The City shall pursue an open space dedication program similar to a parks dedication program. In this program, each developer will be required to dedicate land to an appropriate agency or pay an in-lieu fee where dedication is not appropriate in compliance with the City's Performance Objectives on open space and environmental protection.
- To ensure the long-term preservation of lands set aside for open space, the City will require that development rights or a conservation easement be granted to the City, or that another acceptable means of ensuring preservation of such lands in perpetuity is established.
- The City will use the guidelines described in the Development Review Program to encourage clustered development, preserve a high quality of life and buffer lands dedicated for preservation from adjacent development.



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**COORDINATE LAND USE PLANNING ACTIVITIES**

Actively pursue reviewing the land use planning efforts of adjacent jurisdictions, and provide constructive comments regarding the impacts that such programs will have on the City of Calabasas.

Work with Los Angeles County as part of the Ventura Freeway Corridor Areawide Plan to achieve compatibility between the Calabasas General Plan and the planning efforts of Los Angeles County within the General Plan study area. Work with Los Angeles County and residents within the General Plan study area to update that portion of the Santa Monica Mountains Area Plan that is within the Calabasas General Plan study area.

Pursue formation of ad hoc coalitions with other local agencies and community groups as a means of increasing the effectiveness of Calabasas' voice in regional planning efforts and the planning efforts of adjacent jurisdictions.

Along with the agencies participating in the Ventura Freeway Corridor Areawide Plan, set up an ongoing forum of the discussion of areawide issues and the resolution of conflicts between the agencies.

The City will pursue establishment of interjurisdictional agreements for the mitigation of development impacts. It is the City's intent that such interjurisdictional agreements support the City's policy of using adjacent jurisdictions' General Plans and Master Plans as the basis for defining appropriate mitigation of interjurisdictional development impacts.

On an annual basis, the City will initiate discussions of issues of mutual interest with local, regional, State, and Federal agencies whose efforts could benefit or impact the City of Calabasas.

**COORDINATE FUNDING OF CIRCULATION FACILITIES**

The City will pursue entering into full funding improvement programs for the Lost Hills Interchange and the Las Virgenes Interchange in consultation with the County of Los Angeles, the County of Ventura, and surrounding jurisdictions (the cities of Hidden Hills, Agoura Hills, and Malibu), and, to the degree appropriate, with the cities of Los Angeles and Westlake Village.

To the degree feasible and to the extent permitted by inter-agency cooperation, Calabasas will pursue establishment of reciprocal traffic improvement programs with jurisdictions surrounding the City (the cities of Malibu, Los Angeles, Hidden Hills, Westlake Village, Agoura Hills and the counties of Los Angeles and Ventura) to ensure that traffic resulting from development in these communities does not adversely impact city streets, and to ensure that traffic resulting from development in Calabasas does not adversely affect the street system in other jurisdictions.



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The City of Calabasas will work with Caltrans, the Metropolitan Transit Authority, Los Angeles and Ventura counties, and the cities of Los Angeles, Hidden Hills, Westlake Village, and Agoura Hills to coordinate regional transportation facilities. Coordination efforts will include:

- updating information on the status of development projects, roadway facilities;
- supporting efforts to initiate a regional public transportation system on the 101 Freeway;
- coordinating with The Gas Company and the Metropolitan Transit Authority to establish bus routes that use vehicles powered by Compressed Natural Gas (CNG);<sup>1</sup>
- encourage and support the activities of Ventura County and cities to the west of Calabasas to increase employment in their communities and thereby reduce the need for commutes through Calabasas into the Los Angeles Basin;
- coordinate with Caltrans, Ventura County, and cities to the west of Calabasas to establish a system of park-and-ride lots along with an active rideshare matching program;
- encourage the City of Los Angeles and the South Coast Air Quality Management District to establish a Transportation Management Association in the Warner Center area, as well as other major employment centers, as a means of encouraging carpooling and the establishment of other transportation demand management programs to reduce the number of vehicles commuting from Ventura County through Calabasas during peak hours; and
- coordinate revisions to the City's circulation and bicycle plans with regional circulation planning efforts.

**EXPAND PARK FACILITIES AND PROGRAMS**

To ensure adequate availability of park and recreation programs and facilities, coordinate recreational programming, park planning and park acquisition activities with Los Angeles County, Las Virgenes School District, City of Agoura Hills, and city homeowners' associations. City efforts shall include, but not be limited to:

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<sup>1</sup> As part of follow-up studies and programs, the City of Calabasas will pursue setting up a fund using development impact fees from projects that cannot meet air emissions thresholds through implementation of onsite mitigation measures. The fees collected from such projects will be placed in a fund to be used for air quality programs such as the purchase of CNG busses and establishment of park-and-ride lots.

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- coordinate planned locations of schools and parks with the Las Virgenes Municipal School District, and pursue joint use agreements for the development and maintenance of park facilities within joint use park/school facilities; and
- pursue alternative sources of funding for the acquisition and development of active park land.

**REVIEW AVAILABILITY OF TRAILS**

Along with the National Park Service, State Department of Parks and Recreation, and Los Angeles County, establish and participate in an annual survey of recreational trails to ensure appropriate maintenance and confirm that trails are open and available.

**COORDINATE PLANNING PROGRAMS WITH THE LAS VIRGENES UNIFIED SCHOOL DISTRICT**

The City will coordinate future development with the school district by:

- participating with the school district in joint land use/facilities planning efforts;
- establishing a joint task force of city, school district, and development community representatives to identify additional means of funding school construction, if needed, beyond the limits imposed on the City's ability to require payment of development fees as a condition of approval;
- requesting that the school district indicate the level of facilities available to serve new development projects requiring discretionary review by the City;
- coordinating with the school district in preparation of a Master Plan of Schools which outlines specific sites needed to support buildout of the Calabasas General Plan; and
- coordinating with the school district to establish a clear methodology for determining the impacts of development within the City of Calabasas upon school facilities, including:
  - student generation ratios for residential development;
  - methods to determine student generation factors and mitigation responsibilities of commercial, office, and business park uses in a manner that businesses within the City of Calabasas are only required to pay for the school impacts they create within the City;

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- potential credits for contributions made from city parks and recreation funding mechanisms to establish joint use school/park facilities; and
- establishment of a construction cost index for new school and park facilities.

As identified in the City's Source Reduction and Recycling Element, the City will work with the School District to establish solid waste management curriculum in local schools. The City will also work with the District to establish fire and crime/gang prevention curriculum in local schools in conjunction with the Los Angeles Consolidated Fire Districts and County Sheriff's Department.

**LIBRARY FUNDING MECHANISMS**

The City will conduct an evaluation of expanding library facilities, including analysis of the feasibility and desirability of development impact fees and other sources of funding; expanding the current County library facility; and creating a joint facility with the City of Agoura Hills, Las Virgenes Unified School District, or City of Los Angeles.

**MAINTAIN DISASTER PREPAREDNESS**

The City will complete preparation of a Multi-Hazard Functional Plan to coordinate disaster recovery activities within the City of Calabasas. As part of this effort, the City will actively solicit the input of local disaster preparedness agencies, including, but not limited to, fire, police, and the American Red Cross.

To ensure adequate provision of emergency services in the event of a local disaster, the City of Calabasas shall continue to maintain mutual aid agreements with the Santa Monica National Recreation Area, the Counties of Los Angeles and Ventura, and the Cities of Los Angeles, Hidden Hills, Agoura Hills, and Malibu.

**ENHANCE COMMUNITY AWARENESS**

The effectiveness of the programs described in the Calabasas General Plan are dependent on the participation of Calabasas residents. To ensure that residents are made aware of these programs, the City shall publicize local programs and provide a forum for public debate of local issues.

- Continue to use the City's newsletter to publicize the following City-sponsored programs:
  - recycling efforts;
  - ridesharing programs;



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- recreation programs;
  - water conservation techniques;
  - energy conservation techniques;
  - community policing and Neighborhood Watch programs;
  - fire prevention programs; and
  - disaster preparedness.
- Invite agencies involved in water and energy conservation programs to set up educational displays in City Hall and other community facilities.

Where appropriate, hold "Town Hall Meetings" before the City Council to facilitate public discussion of current issues facing the community.

Pursue expanding the use of local cable television as a means of providing public information.

**INVOLVE THE COMMUNITY IN THE DEVELOPMENT REVIEW PROCESS;  
IDENTIFY SOCIAL COMPATIBILITY IMPACTS**

In order to facilitate citizen participation in the development review process which would be meaningful to individuals at the neighborhood level, and to facilitate the public hearing process, the City of Calabasas encourages informal meetings between citizen groups and developers on proposed development projects. The purpose of such meetings is to facilitate interaction between the developer and neighborhood interests in a relaxed, informal setting, and to provide the developer with the opportunity to inform and obtain feedback from the neighborhood. Specifically, the City encourages developers to meet with affected citizens, and ask Calabasas citizens to give direction to proposed developments by:

- delineating neighborhood values, goals, and objectives;
- participating in choosing among alternative project designs; and
- participating in the review and modification of development plans.

Although the results of these informal meetings are not binding upon the City, early consultation and discussion between developers and affected citizens can significantly facilitate the development review process by resolving issues of social compatibility before public hearings begin.



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**INVOLVE CITIZENS IN COMMUNITY DECISIONMAKING**

Many of the questions facing the City of Calabasas are complex issues requiring policy recommendations and an evaluation of tradeoffs that are not easily done in a public forum. To address these issues, the City Council may appoint task forces to research specific issues, and to provide policy direction to the City Council or Planning Commission. Members of these task forces would be appointed by the City Council. The task forces will be requested to provide recommended policy direction within a specific time frame, and will be disbanded after the presentation of their recommendation.

**MONITOR COMMUNITY SATISFACTION: COMMUNITY SURVEY**

To provide local decisionmakers with regular input on how satisfied Calabasas residents are with their community and their quality of life, the Calabasas Community Survey will be updated every two years. Future surveys should address not only general plan issues such as land use, housing and circulation, but more specific issues currently facing the City as well.

**PROVIDING FOR THE SPECIAL NEEDS OF YOUNG ADULTS**

In conjunction with members of the Conejo Future Foundation, implement the findings of the Young Adult Task Force Final Report, including:

- utilizing City Hall as an information center, providing information of interest to young adults;
- incorporation activities of interest to young adults in the City's recreation program (e.g. athletic groups, dancing or social events, small group relationship building); and
- implementation of housing programs aimed at increasing the affordability of rental housing and increasing opportunities for first time homebuyers.

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**D. STRATEGIC PLANNING PROGRAMS**

**ANNUAL GENERAL PLAN REVIEW**

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." Such a report will be prepared and delivered annually to the Calabasas City Council.

In addition, AB 3180 (Ch. 1232, Stats. 1988), which amended the California Environmental Quality Act, requires every city and county to develop a monitoring or reporting plan in order to mitigate or avoid significant environmental effects. Because the strategies of the Calabasas General Plan were used as environmental mitigation measures in the Plan's EIR, the annual report prepared for the City Council regarding implementation of the General Plan will also be used to satisfy AB 3180 requirements.

Pursuant to the provisions of the General Plan, the City Council will not permit new development to cause the performance of public services and facilities to fall below performance standards included in the Public Services and Facilities Element. The annual report on general plan implementation will be used to identify the performance of services and facilities in relation to the performance standards adopted as part of the Public Services and Facilities Element.

Among the statutory responsibilities of California cities and counties is to "annually review the capital improvement program of the City or county and the local public works projects of other local agencies for their consistency with the General Plan..." (Government Code Section 65103(c)). Also, pursuant to State law (Government Code Section 65401), all departments within the City and all other local government agencies (including the County school districts, and special districts) must submit a list of proposed capital improvement projects to the City. The City is then responsible for reviewing these projects for conformity with the General Plan, and report back to the agency. It is the City's intent to execute these requirements for general plan consistency reporting and review capital improvement plans to the best of its ability. The annual General Plan consistency report process will be used to comply with the provisions of Government Code Sections 65301 and 65401.

**MAINTAIN AN UP-TO-DATE GENERAL PLAN**

To continue to function as the "constitution" for managing the community's future, the General Plan should reflect current conditions and social values. As a result, State law provides for amending and updating the General Plan. By law, the General Plan may be amended a maximum of four times a year (several changes may be grouped into each amendment). State law also requires that the City's Housing Element be updated every five (5) years.

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It is anticipated that the annual General Plan review will result in amendments to the General Plan that are needed to keep the document up to date. In addition, citizens and landowners may apply for General Plan Amendments. The City Council and Planning Commission may initiate, or any citizen may apply to amend general plan text, exhibits, or maps. In order to ensure a compatible and internally consistent general plan document, any proposed change to the plan must be consistent with the criteria and conditions of the balance of the General Plan text, as well as with general plan maps and exhibits.

General Plan amendment requests will be processed in accordance with State Planning Law, CEQA, and City ordinances. There are three categories of General Plan amendments, with each type being of a different complexity to review and process in accordance with State requirements. There will be a range of fees that reflect the cost of processing each type of application. The three types of amendments, as shown in Table VIII-1, include Major, Minor, and Technical amendments.

**Table VIII-1  
Types of General Plan Amendments**

<b>Major Amendments</b>
Major Amendments are any changes to the goals, policies, or actions that would alter the basic policy directions previously set forth within the Plan. A Major Amendment is also a change that would increase development intensity or extend urban services into areas previously intended to be committed to rural or open space use. <sup>1</sup> Under State law, each element of the General Plan may only be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
<b>Minor Amendments</b>
Minor Amendments will be considered on an ongoing basis, and will be grouped together, as needed, to form individual amendments for final action by the City. Minor Amendments include mapping or simple textual changes that do not increase maximum allowable development intensity and do not create the need for extension of urban services to an area. Under State law, each element of the General Plan may only be amended four times per year; however, there is no limit on the number of individual changes any single General Plan Amendment may consider.
<b>Technical Corrections</b>
Amendments of this nature are essentially changes to the data base and statistics used in preparation of the General Plan and contained in the appendices of the General Plan, as well as corrections of grammatical and typographical errors that do not change the meaning of policies and actions as adopted. These will be processed on an ongoing basis. Because Technical Revisions are editorial rather than substantive in nature, more than four technical revisions may be approved by the City for any individual element within a year.

Source: City of Calabasas, 1995.

**HOW TO INTERPRET THE GENERAL PLAN**

**September 6, 1995**



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**Interpretation of the General Plan Land Use Map**

In any case where uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps, the following procedures will be used to resolve such uncertainty.

- Boundaries shown as approximately following lot lines shall be construed to be following such lot lines.
- Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.
- Boundaries shown as following or approximately following the limits of any municipal corporation shall be construed as following such limits.
- Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines.
- Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.
- Boundaries shown as following or approximately following high water lines shall be construed to follow the mean high water lines of such lakes, and, in the event of change in the mean high water line, shall be construed as moving with the actual mean high water line.
- Boundaries shown as following or approximately following the centerlines of streams, creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water, and, in the event of a natural change in the location of such streams, rivers, or other water courses, the zone boundary shall be construed as moving with the channel centerline.
- Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map.
- Symbols that indicate appropriate locations for proposed public facilities are not property specific. They indicate only the general area within which a specific facility should be established.



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**Resolution of Competing Objectives**

It is the intent of the Calabasas General Plan to present straightforward goals, objectives, approaches, policies, and implementation programs, and to present sufficient information with which to make consistent land use and policy decisions. Despite the requirements of State law requiring internal consistency of the General Plan, the inclusion of goals, objectives, approaches, policies, and implementation programs which are based on competing community values is inevitable. An example of such a case is the requirement for regular watering of areas being graded, and the desire for water conservation.

Where such competition between competing values results in seemingly incompatible policies or implementation actions, the General Plan text often describes the relative priorities of the competing objectives. In the absence of such specific direction, City decisionmakers will be required to determine the relative priorities of the values upon which the policies or implementation actions are based, and to act based on that determination.

**MAINTAIN ADEQUATE MUNICIPAL SERVICES AND FACILITIES**

On an annual basis, as part of the General Plan review, the City will conduct an assessment of the municipal services and facilities being provided to Calabasas residents and businesses. The assessment will determine whether the performance level of municipal services and facilities meet the performance objectives outlined in Table VII-1. This review will also include an evaluation of the adequacy of city facilities and equipment; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired levels of service.

Where the performance objectives contained in Table VII-1 are not being met, the following procedures will be implemented:

- The City will determine the nature and geographic extent of the deficiency, and may establish a Municipal Facilities Improvement Area.
- Upon establishment of a Municipal Facilities Improvement Area, the City Council will direct the City Manager to prepare a program for City Council adoption to ensure that the performance objectives will be met at the earliest possible date.
- As part of the program to cure the identified deficiency, appropriate limitations on new development will be established within the improvement area to facilitate elimination of the deficiency. These limitations will remain in effect until the deficiency is eliminated.
- New development within the improvement area will be required to provide such facilities as are necessary to ensure that the services and facilities provided to the new development meet established performance standards, and that the services and facilities provided to existing development will not be further degraded.

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**PROMOTE ENERGY CONSERVATION BY EXAMPLE**

It is the intention of the City of Calabasas to set an example for energy conservation by reducing energy consumption in City operations. Techniques for energy conservation include, but are not limited to:

- emphasizing fuel efficiency in the purchase and use of City-owned vehicles;
- periodically reviewing energy use by City operations and implementing programs to conserve energy;
- encouraging the use of bicycles by providing bicycle storage facilities at all City facilities; and
- achieving adopted solid waste source reduction and recycling goals in municipal operations.

**EXPAND PARKS AND RECREATIONAL FACILITIES**

To ensure that adequate parks and recreational facilities are available to the residents of Calabasas, the City shall budget money for:

- completion and operation of Lost Hills Park;
- operation of the tennis center, Gates Canyon, Grape Arbor, and Freedom Parks;
- securing public access to the ball field complex at Lupin School; and
- a fair share of maintenance costs for joint school/park facilities.

The City will also pursue additional sources of funds for the acquisition and development of additional active park land, and will promote that developments having homeowners' associations acquire the parks and/or recreational facilities needed for that particular development.

**ENFORCE EXISTING SIGN REGULATIONS**

The City will undertake and maintain a vigorous code enforcement program to remove all existing illegal and abandoned signs.

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**RESPONSIBLE REGIONALISM: PROJECT REVIEW**

The City of Calabasas will provide timely review and constructive comments on the projects other agencies as they affect the City of Calabasas and its General Plan study area. The City will base its comments and requests for mitigation of impacts upon the provisions of this General Plan document, and will actively lobby jurisdictions to apply the same principles of recognizing each agency's General Plan or Master Plan that Calabasas uses in mitigating interjurisdictional impacts of City projects.

# **APPENDIX A POLICY TERMS**



# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

The purpose of this Appendix is to define the terms used to describe the City of Calabasas' policy commitments. Table A-1 presents definition for basic terms, such as "permit," "encourage," "manage," "require," "ensure," and others, not in alphabetical order, but in increasing levels of commitment, ranging from "recognize" to "ensure."

Table A-2 defines terms such as "should," "shall," and "feasible," which are used to modify the various descriptions of policy commitment made in the General Plan.

**Table A-1**  
**Level of Policy Commitment**

Policy Term	Definition
<b>Recognize</b>	A given situation will be perceived and allowed to continue without interference and without determination of its positive or negative nature. The expectation is that no other action is necessary.
<b>Permit</b>	The action will be allowed if initiated by someone other than the City. The expectation is that the policy will be carried out if it is important to someone other than the City. This definition of "permit" as a verb is distinguished from "permit" when used as a noun which means an entitlement resulting from approval of a development application.
<b>Support</b>	The action will receive positive treatment in written policy, but will receive no further action or commitment of resources other than transmitting the policy as appropriate to influence others to take specific actions. The expectation is that a positive position will be on record as the official City position.
<b>Encourage</b>	The action will receive positive treatment in written policy, and will be transmitted as appropriate to influence others. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to achieve the action or condition being encouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will occur. In cases where the City cannot compel the actions of others, encourage is synonymous with support.
<b>Discourage</b>	Avoidance of the action will receive positive treatment in written policy. In cases where the City can compel action, such as in the Development/Environmental Review process, the City will commit resources to assist others to avoid the action or condition being discouraged. The expectation is that, to the extent that the action or condition meets both the objectives of the City and the other party, that the action or condition will not occur. In cases where the City cannot compel the actions of others, avoidance of the action will receive no further action or commitment of resources other than transmitting the policy, as appropriate, to influence others to avoid specific actions. The expectation is that a specific position will be on record as the official City position.
<b>Enhance</b>	Action will be taken to improve existing conditions by increasing the quantity or quality of beneficial uses or existing actions. The expectation is that a desirable condition exists, and is to be improved by the action.
<b>Mitigate</b>	Action will be taken to ameliorate, alleviate, or avoid to the extent feasible, an undesirable situation or consequence of action. The expectation is that negative consequences will be reduced to a level of insignificance.

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# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table A-1  
Level of Policy Commitment

Policy Term	Definition
Minimize	Action will be taken to reduce or lessen, but not necessarily eliminate, an existing condition or action to the greatest feasible extent. The expectation is that positive action will be undertaken to improve existing conditions by reducing the negative consequences of a particular situation.
Provide for	Action will be taken to offer an opportunity for others to undertake an activity or achieve some objective. The expectation is that the City will take positive action to ensure that a specified opportunity is available for parties wishing to take advantage of it.
Facilitate	Specific incentives, which may consist of monetary, time, development intensity, and/or other benefits, will be created as an inducement for others to take action. The expectation is that the incentives will be sufficient to influence behavior in ways beneficial to the City's interests.
Seek	There will be a commitment of resources to influence an action or outcome of another entity. The expectation is that legislative, financing, policy, or other change would be achieved on the part of one or more entities other than the City.
Promote	Action will be taken to actively communicate the idea, information, or position. The audience may be the general public, specific interest groups, or other entities. The expectation is that the City would devote resources to advise others of its belief as a means of convincing them to do so as well.
Explore	Action will be taken to investigate the subject to determine whether or not some further commitment is in order. The expectation is that effort will be expended for research and evaluation, and that an open mind will be maintained until the evidence is in.
Pursue	Action will be taken to investigate the subject to determine whether or not some further commitment is in order as a prelude to undertaking implementing action. The expectation is that effort will be expended for research and evaluation, and that, if the proposed activity proves to be feasible and desirable, it will be undertaken.
Maintain	Action will be taken to continue ongoing City programs or services. The expectation is that active means may be employed to continue such programs or services.
Manage	Action will be taken to direct activities in order to achieve specific objectives.
Participate	Action will occur along with other entities, and the City will carry its share of the responsibility. The expectation is that the policy will be carried out jointly, but that the City will not be in the lead.
Coordinate	Action will be taken to expend time and money in jointly pursuing an implementing activity with other entities. The expectation is that implementation will definitely result, and that it will be accomplished cooperatively with other organizations, possibly with the City in the lead.
Develop, Prepare	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions for public review and consideration by City decisionmakers.

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# CITY OF CALABASAS GENERAL PLAN:

## AGENDA FOR THE 21ST CENTURY

Table A-1  
Level of Policy Commitment

Policy Term	Definition
<b>Establish, Initiate</b>	Action will be taken to implement the policy by making an organizational commitment, devoting resources, and instituting a process or program that does not now exist. The expectation is that a new activity will be launched.
<b>Provide</b>	Action will be taken to offer a product, service, or facility, though not necessarily without a fee. The expectation is that the City will take direct responsibility for making the action happen.
<b>Invest</b>	Action will be taken to expend funds directly in implementing the policy. This may include partial expenditures, operating expenses, contracting for services, or creating new staff responsibilities. The expectation is that City resources would be directly committed to implementation.
<b>Restrict</b>	Action will be taken to check; provide boundaries or limits; or to decrease the range, scope, or incidence or a particular condition. The expectation is that the condition will be allowed to continue, but only within the limited parameters set by policy.
<b>Protect</b>	Action will be taken to keep a feature safe from destruction or decay, or to keep that feature intact. The expectation is that the positive qualities of that feature will endure over time as the result of the action.
<b>Preserve</b>	Action will be taken to maintain beneficial uses or features in their present condition as nearly as possible. The expectation is that the feature itself will endure over time as the result of that action.
<b>Conduct, Undertake</b>	Action will be taken to pay for and carry out a specific program, study, or activity. The expectation is that city resources would be directly committed to implementation, and that the City will be the primary or sole entity involved in the program, study, or activity.
<b>Adopt</b>	Action will be undertaken to formulate policy, guidelines, or ordinances or revisions thereto. The expectation is that resources would be devoted to creating the policy, guidelines, ordinances, or revisions, and that they will be formally enacted by appropriate city decisionmakers.
<b>Require</b>	Action will be taken to compel others to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.
<b>Action</b>	Action will be taken to compel others to take action or to perform in a manner so as to prevent the occurrence of a particular event or result.
<b>Prohibit, Prevent</b>	Action will be taken to compel others not to take a particular action or perform in a prescribed manner. The expectation is that the City will commit resources, and has the legal right to compel other parties in this manner.
<b>Ensure</b>	Action will be taken to guarantee a certain outcome or result. The expectation is that, in guaranteeing a particular result, the City will commit resources, and has the legal right to compel other parties to take a particular action or perform in a prescribed manner.

Source: City of Calabasas, 1993

September 6, 1995



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## CITY OF CALABASAS GENERAL PLAN:

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### AGENDA FOR THE 21ST CENTURY

Table A-2  
Policy Modifiers

Policy Term	Definition
May	The action referred to will be allowed, but there is no moral obligation to undertake the action.
Should	There is a moral obligation to undertake the action; however, it is not mandatory if there are other, overriding, considerations.
Shall, Must	The action referred to is mandatory, and there is a positive obligation to undertake the action.
Feasible	The action referred to is technologically possible, and can be accomplished within a reasonable time frame, given existing and probable resources in the foreseeable future.

Source: City of Calabasas, 1993

September 6, 1995

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# **APPENDIX B GENERAL PLAN GLOSSARY**



**AGENDA FOR THE 21ST CENTURY**

**APPENDIX B  
GENERAL PLAN GLOSSARY**

**ABBREVIATIONS**

<b>ADT</b>	Average daily trips made by vehicles in a 24-hour period
<b>AQMD</b>	South Coast Air Quality Management District
<b>AQMP</b>	South Coast Air Quality Management Plan
<b>BMP</b>	Best Management Practices
<b>CC&amp;Rs</b>	Covenants, Conditions, and Restrictions
<b>CDBG</b>	Community Development Block Grant
<b>CEQA</b>	California Environmental Quality Act
<b>CFD</b>	A Mello-Roos Community Facilities District
<b>CHFA</b>	California Housing Finance Agency
<b>CIP</b>	Capital Improvements Program
<b>CMP</b>	Congestion Management Plan
<b>CNEL</b>	Community Noise Equivalent Level
<b>dB</b>	Decibel
<b>dBA</b>	"A-weighted" decibel
<b>EIR</b>	Environmental Impact Report (State)
<b>EIS</b>	Environmental Impact Statement (Federal)
<b>FAR</b>	Floor Area Ratio
<b>FEMA</b>	Federal Emergency Management Agency
<b>FIRM</b>	Flood Insurance Rate Map
<b>HCD</b>	California Department of Housing and Community Development
<b>HUD</b>	U.S. Department of Housing and Urban Development
<b>JPA</b>	Joint Powers Authority
<b>LAFCo</b>	Local Agency Formation Commission
<b>L<sub>dn</sub></b>	Day and Night Average Sound Level
<b>L<sub>eq</sub></b>	Sound Energy Equivalent Level
<b>LOS</b>	Level of Service
<b>MTA</b>	Metropolitan Transportation Authority
<b>OPR</b>	Office of Planning and Research, State of California
<b>SCAG</b>	Southern California Association of Governments
<b>TDM</b>	Transportation Demand Management
<b>TSM</b>	Transportation Systems Management
<b>UBC</b>	Uniform Building Code
<b>VMT</b>	Vehicle Miles Traveled

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## CITY OF CALABASAS GENERAL PLAN:

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### AGENDA FOR THE 21ST CENTURY

#### TERMS

**Acceptable Risk**

A hazard which is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

**Access, Ingress/Egress**

The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

**Acres, Gross**

The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets, and to the edge of the right-of-way of existing or dedicated streets.

**Acres, Net**

The portion of a site that can actually be built upon following dedications. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

**Acres**

Where gross or net acreage is not specific, acreage is calculated by measurement of the non-dedicated land within recorded property lines.

**Active Solar System**

A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System.")

**Adaptive Reuse**

The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

**Adverse Impact**

A negative consequence for the physical, social, or economic environment resulting from an action or project.

**Affordable Housing**

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for housing including utilities.

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# **CITY OF CALABASAS GENERAL PLAN:**

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## **AGENDA FOR THE 21ST CENTURY**

### **Air Pollution**

Concentrations of substances found in the atmosphere which exceed naturally occurring quantities and are undesirable or harmful in some way.

### **Alley**

A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

### **Alluvial**

Soils deposited by stream action.

### **Ambient**

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

### **Annex, v.**

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

### **Apartment**

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

### **Appropriate**

An act, condition, or state which is considered suitable, and is consistent with the provisions of the General Plan.

### **Aquifer**

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

### **Archaeological**

Relating to the material remains of past human life, culture, or activities.

### **Architectural Control; Architectural Review**

Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

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## CITY OF CALABASAS GENERAL PLAN:

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#### **Area; Area Median Income**

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development, "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

#### **Article 34 Referendum**

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

#### **Assessment District**

(See "Benefit Assessment District.")

#### **Assisted Housing**

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

#### **Auto Mall**

A single location that provides sales space and centralized services for a number of automobile dealers, and which may include such related services as auto insurance dealers and credit institutions that provide financing opportunities.

#### **Automobile-intensive Use**

A use of a retail area which depends on exposure to continuous auto traffic.

#### **Base Flood**

In any given year, a 100-year flood that has 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk.

#### **Below-market-rate Housing Unit**

Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

**AGENDA FOR THE 21ST CENTURY**

**Benefit Assessment District**

An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own, and cannot act by itself; it is strictly a financing mechanism for providing public infrastructure. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

**Bicycle Path (Class I facility)**

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

**Bicycle Lane (Class II facility)**

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

**Bicycle Route (Class III facility)**

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

**Bikeways**

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

**Biomass**

Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

**Biotic Community**

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

**Buffer Zone**

An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

**Buildout**

Development of land to its full potential or theoretical capacity as permitted under the provisions of the General Plan.



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## CITY OF CALABASAS GENERAL PLAN:

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### AGENDA FOR THE 21ST CENTURY

#### **Business Services**

A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

#### **California Environmental Quality Act (CEQA)**

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR"

#### **California Housing Finance Agency (CHFA)**

A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

#### **Caltrans**

California Department of Transportation.

#### **Capital Improvements Program (CIP)**

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

#### **Carbon Dioxide**

A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

#### **Carbon Monoxide**

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

#### **Carrying Capacity**

The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. Carrying capacity also refers to the upper limits beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired.



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## CITY OF CALABASAS GENERAL PLAN:

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#### **Census**

The official decennial enumeration of the population conducted by the federal government.

#### **Channelization**

(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands which limit the paths that vehicles may take through the intersection.

#### **Clustered Development**

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

#### **Cogeneration**

The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

#### **Community Care Facility**

Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

#### **Community Child Care Agency**

A non-profit agency established to organize community resources for the development and improvement of child care services.

#### **Community Development Block Grant (CDBG)**

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

#### **Community Facilities District**

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et. seq.*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

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#### **Community Noise Equivalent Level (CNEL)**

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

#### **Compatible**

Capable of existing together without conflict or ill effects.

#### **Comparison Goods**

Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

#### **Condominium**

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

#### **Congestion Management Plan (CMP)**

A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

#### **Congregate Care**

Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

#### **Conservation**

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

#### **Consistent**

Free from variation or contradiction. Programs in the General Plan are intended to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

#### **Convenience Goods**

Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

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## CITY OF CALABASAS GENERAL PLAN:

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### AGENDA FOR THE 21ST CENTURY

#### **Covenants, Conditions, and Restrictions (CC&Rs)**

A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

#### **Criterion; Criteria**

The standard(s) upon which a judgment or decision may be based. (See "Standards.")

#### **Critical Facility**

Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

#### **Cul-de-sac**

A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

#### **Cumulative Impact**

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

#### **dB**

Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

#### **dba**

The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

#### **Dedication**

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

#### **Dedication, In lieu of**

Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

#### **Defensible space**

(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.



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**Density, Residential**

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per acre.

**Density Bonus**

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

**Density, Control of**

A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

**Density, Employment**

A measure of the number of employed persons per specific area (for example, employees/acre).

**Design Review; Design Control**

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

**Destination Retail**

Retail businesses that generate a special purpose trip and which do not necessarily benefit from a high-volume pedestrian location.

**Detention Dam/Basin/Pond**

Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel



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## CITY OF CALABASAS GENERAL PLAN:

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downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. In the other type, most often called a ***Retention Pond***, the water is held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a ***Water-Spreading Dam*** or ***Dike*** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called ***Debris Dams***.

#### **Developable Land**

Land which is suitable as a location for structures and which can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

#### **Development**

The physical extension and/or construction of urban or rural land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered to be "development."

#### **Development, New**

A proposed development for which no legal entitlement or approval exists.

#### **Development Project**

An individual development, which has been approved by the City (or Los Angeles County prior to incorporation of or annexation into the City), or which is currently proposed by an applicant or potential applicant for approval.

#### **Development Rights**

The right to develop land consistent with the provisions of local, State, and federal law and existing case law.

#### **Discretionary Decision**

As used in CEQA, an action taken by a governmental agency which calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

#### **Diversion**

The direction of water in a stream away from its natural course (*i.e.*, as in a diversion that removes water from a stream for human use).

#### **Duplex**

A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

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**Dwelling Unit**

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Easement**

Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

**Easement, Conservation**

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

**Easement, Scenic**

A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

**Elderly Housing**

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

**Emergency Shelter**

A facility which provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

**Eminent Domain**

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

**Emission Standard**

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

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#### **Environment**

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

#### **Environmental Impact Report (EIR)**

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

#### **Environmental Impact Statement (EIS)**

Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions which significantly affect the environment.

#### **Erosion**

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

#### **Exaction**

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

#### **Expansive Soils**

Soils which swell when they absorb water and shrink as they dry.

#### **Fair Market Rent**

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

#### **Fault**

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

#### **Finding(s)**

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

#### **Fire Hazard Zone**

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

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**Fire-resistive**

Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

**Fiscal Impact Analysis**

A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

**Fiscal Impact Report**

A report projecting the public costs and revenues that will result from a proposed program or development.

**Flood, 100-Year**

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

**Flood Insurance Rate Map (FIRM)**

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

**Flood Plain**

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

**Flood Plain Fringe**

All land between the floodway and the upper elevation of the 100-year flood.

**Floodway**

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

**Floor Area Ratio (FAR)**

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning,



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FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

**Footprint; Building Footprint**

The outline of a building at all of those points where it meets the ground.

**Freeway**

A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" which are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

**Gateway**

A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.

**Geologic Review**

The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

**Geological**

Pertaining to rock or solid matter.

**Goal**

A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

**Granny Flat**

(See "Second Unit.")

**Grasslands**

Land in which grasses are the predominant vegetation.

**Groundwater**

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

**Groundwater Recharge**

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

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#### **Growth Management**

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

#### **Guidelines**

General statements of policy direction around which specific details may be later established.

#### **Habitat**

The physical location or type of environment in which an organism or biological population lives or occurs.

#### **Handicapped**

A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

#### **Hazardous Material**

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

#### **High-Occupancy Structure**

All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

#### **Hillsides**

Land which has an average percent of slope equal to or exceeding ten percent.

#### **Historic; Historical**

An historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

#### **Historic Preservation**

The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

#### **Home Occupation**

A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

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#### Homeless

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

#### Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

#### California Department of Housing and Community Development (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

#### Housing and Urban Development, U.S. Department of (HUD)

A cabinet-level department of the federal government which administers housing and community development programs.

#### Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit")

#### Hydrocarbons

A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

#### Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

#### Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, *et. seq.* specifies that development fees shall not exceed the estimated reasonable cost of

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providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

### **Impervious Surface**

Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

### **Implementation**

Actions, procedures, programs, or techniques that carry out policies.

### **Infill Development**

Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

### **Infrastructure**

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

### **Inhibit**

An action which would inhibit achievement of some stated objective or condition is one which would serve to constrain or obstruct achievement of that objective or condition.

### **Inter-agency, Intergovernmental**

Indicates activities involving two or more discrete agencies in regard to a specific program.

### **Intermittent Stream**

A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

### **Issues**

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

### **Jobs/Housing Balance; Jobs/Housing Ratio**

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

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#### Joint Powers Authority (JPA)

A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

#### Land Banking

The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

#### Landmark

Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

#### Landscaping

Planting--including trees, shrubs, and ground covers--suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

#### Landslide

A general term for a falling mass of soil or rocks.

#### Land Use

The occupation or utilization of land or water area for any human activity, environmental preservation, or any other purpose defined in the General Plan.

#### $L_{dn}$

Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The  $L_{dn}$  is approximately numerically equal to the CNEL for most environmental settings.

#### $L_{eq}$

The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The  $L_{eq}$  is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

#### Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

**Level of Service A** Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

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**Level of Service B** Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

**Level of Service C** Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

**Level of Service D** Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

**Level of Service E** Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

**Level of Service F** Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

**Linkage**

With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

**Liquefaction**

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

**Local Agency Formation Commission (LAFCo)**

A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include members who are directors of special districts.

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#### **Lot of Record**

A lot which is part of a recorded subdivision or a parcel of land which has been recorded at the county recorder's office containing property tax records, and which existed at the time of adoption of the Calabasas General Plan.

#### **Low-income Household**

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

#### **L<sub>10</sub>**

A statistical descriptor indicating peak noise levels; the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

#### **Manufactured Housing**

Residential structures which are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

#### **Marsh**

Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

#### **Mean Sea Level**

The average altitude of the sea surface for all tidal stages.

#### **Median, Median Strip**

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

#### **Mercalli Intensity Scale**

A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

#### **Metropolitan**

Of, relating to, or characteristic of the Los Angeles area in general.



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**Microclimate**

The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

**Mineral Resource**

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

**Mining**

The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

**Ministerial (Administrative) Decision**

An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

**Mixed-use**

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

**Mobile Home**

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

**Moderate-income Household**

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

**Modular Unit**

A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any



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chassis or permanent hitch to allow future movement. (See "Mobile Home" and "Manufactured Housing.")

### **Multiple Family Building**

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

### **National Ambient Air Quality Standards**

The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

### **National Environmental Policy Act (NEPA)**

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

### **National Flood Insurance Program**

A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

### **National Historic Preservation Act**

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

### **National Register of Historic Places**

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

### **Natural State, natural Condition**

The condition existing prior to development.

### **Necessary**

That which is essential or required to achieve the desired result or condition.

### **Need**

A condition requiring supply or relief. The City may act upon findings of need within or on behalf of the community.

### **Neighborhood**

According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials

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intersect. This was the model for American suburban development after World War II.

#### **Nitrogen Oxide(s)**

A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

#### **Noise**

Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

#### **Noise Attenuation**

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

#### **Noise Contour**

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

#### **Non-attainment**

The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

#### **Objective**

A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

#### **Open Space Land**

Any parcel or area of land or water which is essentially in its natural condition, and is devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

#### **Ordinance**

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

#### **Ozone**

A tri-atomic form of oxygen (O<sub>3</sub>) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere,

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ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

#### **Parcel**

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

#### **Parking, Shared**

A public or private parking area used jointly by two or more uses.

#### **Parking Area, Public**

An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

#### **Parking Management**

An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

#### **Parking Ratio**

The number of parking spaces provided per 1,000 square of floor area, *e.g.*, 2:1 or "two per thousand."

#### **Parks**

Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

#### **Passive Solar System**

A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

#### **Peak Hour/Peak Period**

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

#### **Performance Standards**

General Plan provisions that permit uses or regulate their intensity based on a particular set of standards of operation, rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution,

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emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

### **Physical Diversity**

A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.

### **Planning and Research, Office of (OPR)**

A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

### **Planning Area**

The Planning Area is the land area addressed by the General Plan.

### **Policy**

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

### **Pollutant**

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

### **Pollution**

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

### **Pollution, Non-Point**

Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

### **Pollution, Point**

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

### **Preserve, n.**

An area in which beneficial uses in their present condition are protected; for example, a nature preserve.

### **Principle**

An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles,"

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standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

### **Program**

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

### **Pro Rata**

Refers to the proportionate distribution of the cost of infrastructure improvements associated with new development to the users of the infrastructure on the basis of projected use.

### **Recreation, Active**

A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

### **Recreation, Passive**

Type of recreation or activity which does not require the use of organized play areas.

### **Recycle, v.**

The process of extraction and reuse of materials from waste products.

### **Regional**

Pertaining to activities or economies at a scale greater than that of the City, and affecting a broad homogeneous area.

### **Regulation**

A rule or order prescribed for managing government.

### **Rehabilitation**

The repair, preservation, and/or improvement of substandard housing.

### **Residential**

Land designated in the City's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

### **Residential, Multiple Family**

Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

### **Residential, Single-family**

A single dwelling unit on a building site.

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**Resources, Non-renewable**

Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

**Retention Basin/Retention Pond**

(See "Detention Basin/Detention Pond.")

**Retrofit, v.**

To add materials and/or devices to an existing building or system to improve its operation or efficiency.

**Reverse Annuity Mortgages**

A home financing mechanism which enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments which can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.

**Richter Scale**

A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

**Rideshare**

A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

**Ridgeline**

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

**Right-of-way**

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

**Riparian Lands**

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

**Risk**

The danger or degree of hazard or potential loss.

**Runoff**

That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

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**Scenic Highway Corridor**

The area outside a highway's right-of-way that is generally visible to persons travelling on the highway.

**Scenic Highway/Scenic Route**

A highway, road, drive, or street which, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising.

**Second Unit**

A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

**Section 8 Rental Assistance Program**

A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income. "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

**Seiche**

An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

**Seismic**

Caused by or subject to earthquakes or earth vibrations.

**Senior Housing**

(See "Elderly Housing.")

**Seniors**

Persons age 62 and older.

**Setback**

The horizontal distance between the property line and any structure.

**Settlement**

(1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

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**Shared Living**

The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

**Sign**

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

**Significant Effect**

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

**Siltation**

(1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

**Single-family Dwelling, Attached**

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

**Single-family Dwelling, Detached**

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

**Single Room Occupancy (SRO)**

A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

**Site**

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

**Slope**

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

**Species, Candidate**

Any species of plant or animal which has been identified by the appropriate state or federal agency for possible addition to the listing of threatened plants and animals.



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#### **Species, Endangered**

Any species of plant or animal which is in danger of extinction throughout all or a significant portion of its range.

#### **Species, Rare or Threatened**

Any species of plant or animal which, although not endangered, is likely to become endangered in the foreseeable future.

#### **Soil**

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

#### **Solar Access**

The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

#### **Solar Energy System, Active**

A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

#### **Solar Energy System, Passive**

A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

#### **Solid Waste**

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

#### **Specific Plan**

Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

#### **Sphere of Influence**

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

#### **Standards**

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals

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of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

#### **Storm Runoff**

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

#### **Street Furniture**

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

#### **Structure**

Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

#### **Subdivision**

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

#### **Subdivision Map Act**

Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

#### **Subregional**

Pertaining to a portion of a region. The Ventura Freeway Corridor Areawide Plan is a subregional effort.

#### **Subsidence**

The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement.")

#### **Subsidize**

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

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#### **Substandard Housing**

Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

#### **Substantial**

Considerable in importance, value, degree, or amount.

#### **Topography**

Configuration of a surface, including its relief and the position of natural and man-made features.

#### **Townhouse; Townhome**

A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

#### **Traffic Model**

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

#### **Transit**

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

#### **Transit-dependent**

Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

#### **Transit, Public**

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

#### **Transitional Housing**

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

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**Transportation Demand Management (TDM)**

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

**Transportation Systems Management (TSM)**

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

**Trip**

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

**Trip Generation**

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

**Tsunami**

A large ocean wave generated by an earthquake in or near the ocean.

**Undevelopable**

Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

**Undue**

Improper, or more than necessary.

**Uniform Building Code (UBC)**

A national, standard building code which sets forth minimum standards for construction.

**Urban Design**

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and



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design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

#### **Use**

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

#### **Utility Corridors**

Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

#### **Vacant**

Lands or buildings which are not actively used for any purpose.

#### **Vehicle-Miles Travelled (VMT)**

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

#### **Very Low-income Household**

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

#### **View Corridor**

The line of sight--identified as to height, width, and distance--of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.

#### **Viewshed**

The area within view from a defined observation point.

#### **Volume-to-Capacity Ratio**

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

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**Watercourse**

Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

**Watershed**

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, or reservoir.

**Wetlands**

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

**Wildlife Refuge**

An area maintained in a natural state for the preservation of both animal and plant life.

**Zone, Traffic**

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

**Zoning**

The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

**Zoning Map**

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

# **APPENDIX C ARCHAEOLOGICAL IMPACTS (CEQA Guidelines 1993)**





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APPENDIX C  
(CEQA Guidelines 1993)

ARCHAEOLOGICAL IMPACTS

- I. CEQA applies to effects on historic and prehistoric archaeological resources.
- II. Public agencies should seek to avoid damaging effects on an archaeological resource whenever feasible. If avoidance is not feasible, the importance of the site shall be evaluated using the criteria outlined in Section III.
  - A. In-situ preservation of a site is the preferred manner of avoiding damage to archaeological resources. Preserving the site is more important than preserving the artifacts alone because the relationship of the artifacts to each other in the site provides valuable information that can be lost when the artifacts are removed. Further, preserving the site keeps it available for more sophisticated future research methods. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.
  - B. Avoiding damage may be accomplished by many approaches, including:
    1. Planning construction to miss archaeological sites;
    2. Planning parks, greenspace, or other open space to incorporate archaeological sites;
    3. "Capping" or covering archaeological sites with a layer of soil before building tennis courts, parking lots, or similar facilities. Capping may be used where:
      - a. The soils to be covered will not suffer serious compaction;
      - b. The covering materials are not chemically active;
      - c. The site is one in which the natural processes of deterioration have been effectively arrested; and
      - d. The site has been recorded.
    4. Deeding archaeological sites into permanent conservation easements.
- III. If the Lead Agency determines that a project may affect an archaeological resource, the agency shall determine whether the effect may be a significant effect on the environment. If the project may cause damage to an important archaeological resource, the project may have a significant effect on the environment. For the purposes of CEQA, and "important archaeological resource" is one which:
  - A. Is associated with an event or person of:
    1. Recognized significance in California or American history, or
    2. Recognized scientific importance in prehistory.
  - B. Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;
  - C. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
  - D. Is at least 100 years old and possesses substantial stratigraphic integrity; or
  - E. Involves important research questions that historical research has shown can be answered only with archaeological methods.
- IV. If an archaeological resource is not an important archaeological resource, both the resource and the effect on it shall be noted in the Initial Study or EIR but need not be considered further in the CEQA process.

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- V. If avoidance of the important archaeological resource is not feasible, the Lead Agency should include an excavation plan for mitigating the effect of the project on the qualities which make the resource important under Section III.
- A. If an excavation plan is prepared, it shall:
1. Be a brief summary of the excavation proposed as part of a mitigation plan;
  2. Be available for review only a need-to-know basis;
  3. Not include the specific location of any archaeological resources if the plan will be made known to the general public.
- B. An excavation plan may:
1. List and briefly discuss the important information the archaeological resources contain or are likely to contain;
  2. Explain how the information should be recovered to be useful in addressing scientifically valid research questions and other concerns identified in subdivision (a);
  3. Explain the methods of analysis and, if feasible, display of excavated materials;
  4. Provide for final report preparation and distribution; and
  5. Explain the estimated cost of and time required to complete all activities undertaken under the plan.
- C. The Lead Agency may require a mitigation plan to be carried out as a condition of approval of the project.
- VI. A public agency following the federal clearance process under the National Historic Preservation Act or the National Environmental Policy Act may use the documentation prepared under the federal guidelines in the place of documentation called for in this appendix.

**VII. Limitations on Mitigation**

Special rules apply to mitigating significant effects on important archaeological resources.

- A. If it is not feasible to revise the project to avoid an important archaeological resource, the Lead Agency shall require the project applicant to guarantee to pay one half of the cost of mitigating the significant effect of the project on important archaeological resources.
1. In determining the payment to be required from the applicant, the Lead Agency shall consider the in-kind value of project design or expenditures intended to permit any or all important archaeological resources or California Native American culturally significant sites to be undisturbed or preserved in place.
    - a. Consideration of in-kind values does not require a dollar for dollar set-off against the payment by the project applicant.
    - b. In deciding on an appropriate set-off, the Lead Agency shall consider such factors as whether the project design or expenditures would provide other benefits to the applicant and whether the design or expenditures required special changes in the project plans.
  2. When it decides to carry out or approve the project, the Lead Agency shall, if necessary, reduce the mitigation measures specified in the EIR to those which can be funded with:
    - a. The money guaranteed by the project applicant, and
    - b. Money voluntarily guaranteed by any other person or persons for the mitigation.
  3. In order to allow time for interested persons to provide a voluntary funding guarantee, the Lead Agency shall not decide to carry out or approve a project having a significant effect on important archaeological resources until 60 days after completing the final EIR on the project.
  4. In no event shall the Lead Agency require the applicant to pay more for mitigation within the site of the project than the following amounts:

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- a. One half of one percent of the projected cost of the project, if the project is a commercial or industrial project.
  - b. Three fourths of one percent of the projected cost of the project for a housing project consisting of one unit.
  - c. If a housing project consists of more than one unit, three fourths of one percent of the projected cost of the first unit plus the sum of the following:
    - (i) \$200 per unit for any of the next 99 units,
    - (ii) \$150 per unit for any of the next 400 units,
    - (iii) \$100 per unit for units in excess of 500.
- B. Unless special or unusual circumstances warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after the applicant receives the final approval necessary to begin physical development of the project.
1. With a phased project, the mitigation measures shall be completed within 90 days after approval is granted for the phased portion to which the specific mitigation measures apply.
  2. The project applicant can elect to extend the time limits for completing the field excavation phase of the approved mitigation plan.
  3. A mitigation plan shall not authorize violation of any law protecting American Indian cemeteries.
- C. Excavation as part of a mitigation plan shall be restricted to those parts of an important archaeological resource that would be damaged or destroyed by the project unless special circumstances require limited excavation of an immediately adjacent area in order to develop important information about the part of the resource that would be destroyed.
- D. Excavation as mitigation shall not be required for an important archaeological resource if the Lead Agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, provided that the determination is documented in the EIR.
- E. The limitations on mitigation shall not apply to:
1. A public project if the Lead Agency decides to comply with other provisions of CEQA that apply to mitigation of significant effects, and
  2. A private project if the applicant and the Lead Agency jointly elect to comply with other provisions of CEQA that apply to mitigation of significant effects.
- F. The time and cost limitations described in this section do not apply to surveys and site evaluation activities intended to determine whether the project location contains archaeological resources, and if so, whether the archaeological resources are important as defined in this appendix.

**VIII. Discovery of Human Remains**

- A. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
1. The coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required, and
  2. If remains are of Native American origin,
    - a. The descendants from the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

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b. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

B. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

1. The Native American Heritage Commission is unable to identify a descendant;
2. The descendant identified fails to make a recommendation; or
3. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

C. If the human remains are discovered before the Lead Agency has finished the CEQA process, the Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing, with appropriate dignity, of the human remains and any associated grave goods. Action implementing such an agreement is exempt from:

1. The general prohibition on disintering, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).
2. The requirements of CEQA and the Coastal Act.

IX. As part of the objectives, criteria, and procedures required by Section 21082 or as part of conditions imposed for mitigation, a Lead Agency should make provisions for archaeological sites accidentally discovered during construction. These provisions should include an immediate evaluation of the find. If the find is determined to be an important archaeological resource, contingency funding and a time allotment sufficient to allow recovering an archaeological sample or to employ one of the avoidance measures should be available. Construction work could continue on other parts of the building site while archaeological mitigation takes place.

**Note:**

Authority cited: Sections 21083 and 21087, Public Resources Code; Reference: Section 7050.5, Health and Safety Code; Sections 5097.98, 21001(b) and (c), and 21083.2, Public Resources Code; *Society for California Archaeology v. County of Butte*, (1977) 65 Cal. App. 3d 832.

**Discussion:**

This appendix responds to problems that have arisen in applying CEQA to archaeological resources. In some areas of the state, full excavations of archaeological sites have been required for nearly every site discovered within the tract where a project would be located regardless of the importance of the sites. As a result, federal officials have noted that in CEQA documents they have found descriptions of archaeological excavations of sites that would not be regarded as important enough to call for excavation under federal law. In experience has shown a need for establishing standards to guide agencies in deciding whether a site would be important enough to call for analysis under CEQA.

While there have been problems in some parts of the state, archaeological impacts have been handled well in other areas. Mendocino County and Santa Barbara County especially have been noted for the excellence of their methods for dealing with archaeological resources. This appendix does not mandate a uniform system statewide so that successful local programs can continue.

The unnecessarily large number of excavations has also involved an unnecessary conflict with Native American values. Native Americans have been upset by people digging up the remains of their ancestors. While archaeology can be carried out in conjunction with Native Americans, and has been done successfully to help Native Americans learn about their ancestors, too often excavations have been carried out without concern for the sensitivities of Native Americans. The approaches described in this appendix should reduce the conflict with Native American values concerning protection of burial sites.

An important principle in this appendix is the emphasis on avoidance of archaeological sites. Avoidance is discussed as a way of avoiding a significant impact in the first place, thereby enabling a project to qualify for a Negative



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**Declaration.** Where the proposed project includes a potential impact on a site, avoidance is suggested as a preferred mitigation measure where all other factors are equal. If a project can be altered to avoid a site, the costs and delays involved in an archaeological excavation may also be avoided, and there would be no interference with Native American sensitivities. Possible methods of avoidance are listed in order to give people ideas of how to proceed. These methods are not exclusive and could be supplemented by other methods at the option of the Lead Agency.

The appendix also identifies standards for determining the importance of the archaeological site and provides that a project would have a significant effect on the environment if it would cause damage to an important archaeological site. These standards are in keeping with the efforts in CEQA to focus on significant effects rather than on all effects. The standards are an effort to focus on archaeological resources that people would generally agree are important rather than requiring protection of all archaeological resources. The standards are consistent with the standards included in AB 952 (Deddeh), Chapter 1623 of the Statutes of 1982. The appendix uses the term "important" archaeological resources rather than "unique" archaeological resources in order to use terminology more closely related to accepted scientific usage. The substance of the standards remains consistent with the bill despite the change in label.

The appendix encourages the preparation of an excavation plan in an EIR as one of several possible mitigation measures for destruction or damage to an archaeological site. The excavation plan is an effort to achieve greater precision in the ways in which any necessary excavation would be carried out. The excavation plan would put a burden on the archaeologist to explain the importance of the site and to demonstrate how the proposed excavation would serve some public interest. The elements listed for an excavation plan are suggested but not required. This approach allows Lead Agencies to take various approaches in excavation plans. The plans are intended to shift the burden to the archaeologist to demonstrate the necessity for an excavation rather than requiring a staff worker in the Lead Agency to deal with unfocused claims of the importance of the site. The Resources Agency has received information suggesting that planners working for Lead Agencies have had difficulty in evaluating claims from expert archaeologists demanding that excavation be allowed. The excavation plan requirement is designed to alleviate that problem.

To conform to the recently enacted Assembly Bill 952, Chapter 1623 of the Statutes of 1982, the appendix identifies various restrictions on archaeological mitigation and cost limitations on archaeological mitigation. These restrictions apply to the CEQA process, and people implementing the Act need to be made aware of them. The appendix reorganizes and clarifies the limitations and adds interpretations with a few subjects from the bill such as offsets and the 60-day delay in approval after completing the EIR.

The appendix also suggests ways for Lead Agencies to standardize their methods of dealing with archaeological resources. The methods could be included within mitigation measures in EIRs or included in the CEQA procedures which an agency is required to adopt by Section 21082 of the Public Resources Code. The appendix also encourages Lead Agencies to deal with the problem of unexpected sites which may be discovered during construction. The appendix does not mandate any particular way to deal with this situation.

The appendix also reflects the protections recently enacted in Senate Bill 297 (Garamendi), Chapter 1492 of the Statutes of 1982, for human remains discovered during excavation. If the human remains are of Native American origin, special rules and procedures apply. The rules and procedures are included here because they are so closely related to the archaeological activities discussed in this appendix.









